

Scale AVIATION Modeller



BRIGHTEN UP YOUR BOMBERS

Peter Cooksley offers the modeller some colourful artwork and scale plans

DORNIER!

Mitch Thompson builds the superb 1/48th scale Do 217K-2/M11 by Koster Aero Enterprises

Southern Expo

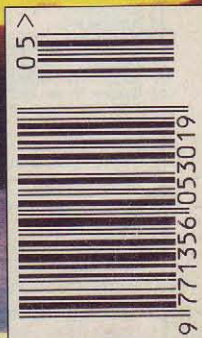
We bring you a full report of this popular start to the model show calendar

ROSATELLI'S FALCON

David Batt reviews the Classic Airframes 1/48th scale Fiat CR-42

NIEUPOORT DELAGE

Peter Green looks at this classic French fighter with colour artwork and scale plans





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AIRFIX

1:72 Series One

DH Tiger Moth, Hawker Typhoon, Boulton Paul Defiant, Westland Scout, Chipmunk, S.A. Bulldog, Spitfire mk 1a, Fokker Dri Triplane, Sopwith 2F1 Camel, REB, Roland C-1, Albattross DVA, DH Bristol F2B Fighter, Spad VII, Sopwith Pup, Bristol Bulldog, Fiat G91, Fiat G93bis, Cessna Bird Dog, SA341 Gazelle, Focke Wulf Fw190D9, MBB Ba105c, Messerschmitt BF109G6, Messerschmitt Me262a, H.S. Gnat, Curtiss P40 Kittyhawk, Northrop F-5a Freedom Fighter.

ALL ABOVE KITS WERE £2.99 OUR PRICE £2.25

1:72 Series Two

Mitsubishi K46 Dinah, Arado A196, vought OS2U Kingfisher, Grumman F6F Hellcat MiG21, Bristol Blenheim Mk IV, Douglas A-1J Skyraider, SAAB Draken Hawk Hurricane MKIIB, Supermarine Spitfire MKIV, Junkers Ju87 Stuka, Brewster Buffalo, Vought F4U Corsair, Fairey Swordfish, H.S. Harrier GR3, BAC Lightning F3, Supermarine Spitfire MKIX Hawker Hurricane MK I N, Cessna 180B, Focke Wulf Fw190A, Messerschmitt BF109E Lockheed P-38 Lightning N.A. P51 Mustang, Messerschmitt BF109K4, Commonwealth CA-13 Boomerang.

ALL ABOVE KITS WERE £2.99 OUR PRICE £2.25

1:72 Series Three

Sepecat Jaguar GR1, SAAB Viggen DH- Mosquito Mk I/VI/IX, SA330 Puma, Westland Lynx Army, BAC Hawk, Grumman J2F-6 Duck, Grumman Avenger, MiG23 Flogger, Kamen SH-2F Seasprite, Westland Sea King, Boeing Vartol, Sea Knight, Westland Lynx HAS2 Navy, Hawker Sinsley Buccaneer S2B, Mirage 2000, DH Mosquito Mk19.

ALL ABOVE KITS WERE £2.99 OUR PRICE £3.99

1:72 Series Four

Vickers Wellington, N.A. B25 Mitchell, P.61 Blackwidow, Savoia Marchetti SM79, General Dynamics F-111E, MDD F4 Phantom, Martin B26 Marauder, GD F16 Falcon, Tomcat GR1, MDD F18 Hornet, Tomcat F3, F4, MiG29, Harrier GR6 Harrier GR7, Gloster Javelin Faw 9.

ALL ABOVE KITS WERE £2.99 OUR PRICE £6.25

1:48 Series Four

Supermarine Spitfire MkVb Messerschmitt BF109F Hawker Hurricane Mk1.

ALL ABOVE KITS WERE £2.99 OUR PRICE £6.25

1:72 Series Five

B17G Fortress, consolidated PB5-5a Catalina, Douglas A26 Invader, F14A Tomcat, F15a/c Eagle, Martin B57/B57 Canberra, N.A. RA-5C Vigilante, Mi-24 Hinda, Sukhoi Su27 Flanker, F-117 Stealth Lockheed YF-22 Lightning, F-15E strike Eagle.

ALL ABOVE KITS WERE £2.99 OUR PRICE £7.25

1:48 Series Five

Junkers Ju87 Stuka, BAC Sea HarrierFRS1, BAR Harrier GR3.

ALL ABOVE KITS WERE £2.99 OUR PRICE £6.75

1:72 Series Six

Shorts Sunderland, Sikorsky H53 Jolly Green Giant, HP Halifax Bill, B24 Liberator Fairchild A-10 Thunderbolt.

ALL ABOVE KITS WERE £1.99 OUR PRICE £8.25

Series Seven

1:72 Boeing B29 Superspeed 1:72 Shorts Stirling B/III 1:48 DH Mosquito FB/II 1:48 Hughes AH-64A Apache 1:48 Sepecat Jaguar GR1

ALL ABOVE KITS WERE £1.99 OUR PRICE £10.50

Series Eight

1:72 Avro Lancaster Bill 1:72 Avro Lancaster Special Dambuster 1:48 HS Buccaneer S2B RAF 1:48 HS Buccaneer S2C, S2D, SMK50 1:48 Panavia Tornador GR1B 1:48 Grumman EA-6B Prowler

ALL ABOVE KITS WERE £1.99 OUR PRICE £12.75

Series Nine

1:48 Panavia Tornado GR1/GR1A 1:48 Panavia Tornado G1 Gulf 1:72 Avro Vulcan B/MK2

ALL ABOVE KITS WERE £1.99 OUR PRICE £14.99

Series Twelve

1:24 Supermarine Spitfire Mk1a 1:24 Messerschmitt BF109E

ALL ABOVE KITS WERE £2.99 OUR PRICE £21.75

Series Fourteen

North American P-51D Mustang, Hawker Hurricane Mk1

ALL ABOVE KITS WERE £33.49 OUR PRICE

Series Eighteen

1:24 Junkers Ju87B Stuka 1:48 HS Buccaneer S2C, S2D, SMK50 1:48 Panavia Tornador GR1B 1:48 Grumman EA-6B Prowler

ALL ABOVE KITS WERE £49.99 OUR PRICE £37.50

Series Three Airliners

1:144 Vickers Vanguard 1:144 Boeing 737 1:144 MDD DC-9, Boeing 727-200

ALL ABOVE KITS WERE £2.99 OUR PRICE £3.99

Series Four Airliners

1:72 Fairley Rotodyne 1:72 Ford 5-AT Trimotor

ALL ABOVE KITS WERE £2.99 OUR PRICE £5.25

Series Five Airliners

1:72 Bristol Supermarine 1:72 RAF Retelling set, RAF Emergency set, Aircraft Recovery set, RAF Control Tower

THE ABOVE KITS WERE £5.25 OUR PRICE £3.99

MORE PRE-SUMMER MADNESS

HELLER 1:72

Caudron 714, Dewoitine D520, Fouga magister, Messerschmitt BF109K, Focke Wulf Fw190A8/F8 Messerschmitt BF108 Taifun, Messerschmitt BF109E, PZL P23 Karas, Messerschmitt Me 163B Northrop F-5E Tiger, Alpha Jet, SAAB J-21 Republic P-47 Thunderbolt Bell P-39 Airacobra, Hawker Tempest N.A. F66F Sabre, Republic F84 Thunder Jet, N.A. T28 Trojan, Supermarine Spitfire Mk XVI Curtiss SBC-4 Helldiver/Cleveland Biplane.

ALL ABOVE KITS WERE £3.50 OUR PRICE £2.65

1:72 Helicopters

Alouette III, SA342m Gazelle, Alouette Gendarm, Alouette Civil.

ALL ABOVE KITS WERE £3.50 OUR PRICE £2.65

1:72 Helicopters

AS532 Cougar, AS532M1 Super Puma, Super Puma with Exocell.

ALL ABOVE KITS WERE £3.99 OUR PRICE £6.75

1:72 Large Aircraft

C160 Transall, C160 Transall Gabriel, Lockheed Super G, Constellation, Douglas DC-8B Cloudmaster.

ALL ABOVE KITS WERE £19.99 OUR PRICE £14.99

ERTL 1:48 Aircraft

Douglas AD-4W Skyraider, Douglas A20 B/C Havoc/Boston, Henschel Hs129B, Curtiss P-40N Warhawk, Douglas AS20G Havoc, MDD F4G Phantom Wild Weasel, Douglas A-20J Havoc.

ALL ABOVE KITS WERE £11.50 OUR PRICE £8.65

1:48 Aircraft

Lockheed ES-3A Shadow Viking, Grumman F7F-3 Tigercat.

ALL ABOVE KITS WERE £14.99 OUR PRICE £11.25

1:72 Aircraft

Northrop XB35 Flying Wing, Northrop XB49 Flying Wing, Boeing B52H Stratofortress, XB70 Valkyrie, Boeing KC-135R Stratotanker, Boeing EC-135G.

ALL ABOVE KITS WERE £26.99 OUR PRICE £20.25

PROMODELLER

1:48 Heinkel Hell H-22 with Flying Bomb Was £27.99 Our Price £20.99

DRAGON

1:48 Messerschmitt Me262A Jabo Was £27.50 Our Price £17.50

1:48 Messerschmitt Me262A Nightfighter Was £27.50 Our Price £17.50

1:48 Horton Ho229B Flying Wing Was £27.50 Our Price £17.50

1:48 Messerschmitt Me163B Komet Was £27.50 Our Price £17.50

TESTORS

1:48 Lockheed U-2C Spyplane Was £11.99 Our Price £6.99

1:48 McDonnell F2H-2 Banshee Was £7.99 Our Price £5.99

1:48 Howard IKE 1932 Racer Was £4.99 Our Price £2.99

1:48 Mr Mullington 1935 Racer Was £4.99 Our Price £2.99

1:48 Laird Solidator 1930 Racer Was £4.99 Our Price £2.99

1:72 Spirit of St. Louis Was £5.99 Our Price £3.99

ITALERI

1:72 Grumman EA-6A Wild Weasel 1:72 Sukhoi Su22M4 Fitter K 1:72 Lockheed P-38J Lightning 1:72 Grumman F14A Tomcat Plus

1:72 Heinkel Hell H22 with Flying Bomb 1:72 Sikorsky MH-53J Pave Low Stallion 1:72 MIL M28 Havoc 1:72 Sukhoi Su34/32 Strike Flanker 1:72 Douglas C-47 Skytrain 1:72 Grumman A-6E Intruder 1:72 Junkers Ju-88A4 Bomber 1:72 Sukhoi Su27 Sea Flanker 1:72 Sikorsky HH-53C Jolly Green Giant 1:72 Grumman F14A Tomcat

ALL ABOVE KITS WERE £7.99 OUR PRICE £5.99

1:72 Messerschmitt BF109G6 Was £3.50 Our Price £2.75

1:72 Messerschmitt Me 323 Gigant Was £19.99 Our Price £13.99

TESTORS

1:32 Lockheed YF-22 Lightning Was £29.99 Our Price £14.99

DRAGON

1:48 Mistel 2/52 (Ju88+FW190) Was £63.99 Our Price £29.99

REVELL

1:32 MDD F18 Hornet Was £24.99 Our Price £9.99

MATCHBOX

1:72 Fiat CR42 Biplane Was £2.75 Our Price £2.10

MONOGRAM - IN SHORT SUPPLY - BE QUICK

1:48 Republic A-10 Thunderbolt Was £14.99 Our Price £11.25

1:48 De Havilland Mosquito Was £10.99 Our Price £8.25

1:48 Messerschmitt Me262A Was £10.99 Our Price £8.25

1:48 Bell UH-1B Huey Hog Was £6.99 Our Price £5.25

1:48 Hawker Typhoon Was £6.99 Our Price £5.25

1:48 Boeing B-17G Flying Fortress Was £24.99 Our Price £18.75

1:48 Consolidated B-25J Liberator Was £24.99 Our Price £18.75

1:48 Boeing B-29 Superfortress Was £29.99 Our Price £22.50

1:72 Boeing B-52D Stratofortress Was £29.99 Our Price £22.50

MANY MORE MONOGRAM ON OFFER

EVEN MORE PRE-SUMMER MADNESS

REVELL

1:144 Northrop B2 Flying Wing 1:144 Fokker 100 Airliner 1:72 MDD F-4F Phantom 1:72 Arado Ar240C-2 Nightfighter 1:72 Henschel Hs129B2 Tank Buster 1:72 Heinkel Hell H4/6 1:72 MDD F-101 Voodoo 1:72 Horton Ho229A Flying Wing 1:72 Arado Ar240 A-05 1:72 EF2000 Eurofighter 1:72 North American F-82 Twin Mustang 1:72 Dornier Do17Z 1:72 Heinkel He115C1 Floatplane 1:72 Lockheed F-104G Starfighter 1:72 Douglas A-20C Boston III 1:144 Boeing E-28 AWACS 1:72 SAAB JA39 Gripen 1:72 MIG 29UB Fulcrum (2 seat) 1:72 Bell H-13M Gunship 1:72 Boeing CH-47D US Chinook 1:72 Boeing CH-47D Chinook RAF

ALL ABOVE KITS WERE £3.99 OUR PRICE £6.75

1:72 Junkers Ju88A4 1:72 Junkers Ju8 G2 Stuka 1:72 North American FJ-4-B Fury 1:72 Martin B-26 Marauder 1:72 Messerschmitt Me110E

1:72 Focke Wulf Ta183 Huckbein 1:72 Bell UH-1H Huey Iroquois 1:72 Hughes 500 1:48 Lippisch P-13a Delta Ramjet

ALL ABOVE KITS WERE £5.75 OUR PRICE £4.35

1:144 A340-300 Airbus 1:144 Boeing 747-400 Lufthansa 1:144 A330-300 Airbus 1:144 Boeing 747-400 KLM

ALL ABOVE KITS WERE £14.99 OUR PRICE £11.25

1:144 A310 Airbus-Balair 1:144 Concorde British Airways/Air France 1:144 Eurocopter EC135 1:48 Kaman SH-2F Seasprite 1:48 Eurocopter Tiger

ALL ABOVE KITS WERE £10.50 OUR PRICE £7.99

1:720 LZ129 Hindenburg Airship 1:32 Junkers Ju87B2 Stuka 1:32 Vought F4U-1D Corsair 1:32 Fokker DVII Biplane 1:32 Messerschmitt Me262 with 50mm cannon or rocket version

1:28 Sopwith F-1 Camel 1:28 Spad XIII 1:28 Fokker Dri Triplane 1:144 Space Shuttle-Atlantis 1:48 Grumman F-14A Tomcat 1:48 MDD F/A18 Hornet D-Day 1:48 Grumman F-14D Super Tomcat 1:48 Panavia Tornador ECR 1:48 AH-64A Apache-Netherlands 1:32 Bell UH-1D Iroquois U.N. 1:32 Bell UH-1H Huey Gunship 1:144 Boeing 767-300 KLM

ALL ABOVE KITS WERE £12.50 OUR PRICE £9.40

1:32 Bristol Beaufighter Mk1 1:32 GD F16C Fighting Falcon 1:48 Heinkel Hell H4/6 1:48 SA330 Puma Tigermiet 1:32 Messerschmitt Me110G4

MODEL USA

1:48 Cessna 0-1/L19 Bird Dog \$14.99

TAURO-Last few remaining

1:72 Fiat (North American) F-86K Sabre - This is resin kit with metal parts and photo etchings \$27.50

ENCORE

1:72 Sukhoi Su35 Flanker

MAQUETTE

1:72 Sikorsky 'Ilya Muromets' \$14.99

FACE

1:72 Messerschmitt BF109T \$3.99

VERLINDEN - Detail Sets

1:72 Carrierdeck with blast shield US Navy tow bars and wheel chocks \$4.99

1:48 Martin Baker Mk7 ejection seats \$5.60

1:48 F16 Super detail set \$18.00

1:48 Luftwaffe Airfield Cars \$16.15

1:48 B109E/347 Super detail set \$18.00

1:48 F16 Cockpit detail set \$12.75

1:48 F18 Ejector seats (2) \$5.60

1:48 F14 Ejector seats (2) \$5.60

1:72 F18 Hornet Ejector seats (2) \$4.45

1:72 F14 Tomcat Ejector seats \$4.45

1:48 F14 Tomcat Super detail set \$19.20

1:48 F14 Tomcat Cockpit set \$11.99

1:48 Fw190A8/F8 Super detail set \$18.85

1:72 F4 Phantom Ejector seats \$4.45

1:48 P15 Eagle Super Detail Set \$18.95

1:48 A7 Corsair Ejection seats \$5.60

1:48 Lanfitt Pods (F15/F16) \$8.15

1:72 F16 DIF Update set \$9.99

1:48 P50 Mustang Update set \$18.85

1:48 F44 - Corsair Super detail set \$22.00

1:48 A10 Thunderbolt Update set \$12.00

1:48 A7D Corsair Update set \$14.40

1:72 TF-104 Starfighter Update \$12.75

1:72 F18TF18 Hornet Update \$16.45

1:48 MIG29 Ejection seats (2) \$5.60

1:72 MIG29 Ejection seats (2) \$3.45

1:72 P47 Thunderbolt Super detail \$12.00

1:48 AH-64A Apache Update set \$22.00

1:48 F/A 18 A-C Hornet Update \$22.00

1:48 F17G Fortress Update set \$22.00

1:48 F44 - Corsair Super detail \$18.85

1:32 B109E Update set \$22.00

1:72 A7 Corsair Update set \$11.65

1:48 Luftwaffe 250kg Bombs+crates \$9.35

1:48 Luftwaffe 50kg Bombs+ crates \$8.00

1:32 F4 Phantom Ejector seats \$8.00

1:48 Heinkel Hell Update set \$13.35

1:48 SBD Dauntless Radial engine \$8.00

MORE VERLINDEN IN STOCK

HASEGAWA



1:48 Grumman F6F-3/5 Hellcat \$18.99

1:72 Douglas SBD-5 Dauntless \$9.99

1:72 Messerschmitt Me262B \$8.99

1:72 Grumman TBM/TBF Atlantic Avenger \$1

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Email: dmzee@kbnet.co.uk
Advertising: Nicky Kaler

Editor

RICHARD A. FRANKS

Technical Illustrations

PETER GREEN

RICHARD J. CARUANA

Aviation Illustrations

STEVE BENSTEAD

Cartoonist

ANDREW BATCHELOR

Contributors

David Batt; Peter Cooksley;
Peter Green; Michael Payne;
Colin Peck; Mitch Thompson;
Brian Thorne

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EDITORIAL

Last month, the production team gave you an insight into how they felt about the progression of the title, and I hope you agree that they are getting a feel for the subject and that this is reflected in the improving standard each month's copy achieves. When this title was taken over by DMZee Marketing last year we initially worked hard to re-establish its position within the market place. The sales figures for the December edition proved that its position was strong and sales have steadily increased each month. When I gained editorial control of the contents of the title in October 1995 I intended to make this a modelling magazine first and foremost and the many words of encouragement I received from so many of you at the Southern Expo confirm that I was correct in this aim. The past month has been a rather hectic one for me and as you will discover we now have review samples from Tamiya, Italeri and Dragon thanks to Richard Kohnstam Ltd, Hasegawa, Fujimi and Aoshima thanks to Amerang and MPM, RS, Planet Models, Pavla, Czechmaster and many others thanks to H.G. Hannant Ltd. I feel that we are constantly developing this title to give you the broadest possible spectrum of the products in the hobby today and with the help of these and all our other suppliers I hope that the title will become an indispensable monthly read.

Many of you who called by at the Southern Expo expressed your

concern over the escalating cost of products in this hobby and in particular the soaring cost of reference material and magazines. Since this title started in January 1995 we have only seen one price increase and that was due to the increase in pages from 48 to the current 64. Each month we offer you 64 pages for the £1.95 cover price. Count them, we will never deviate in this quantity and I feel this is excellent value for money. It is true that the cost of paper is rising every month and we have had to bear these increases without any price rise. As we reach stage two of the magazine's development you will only see a price increase if there is either an increase in page quantity or in paper quality. Believe me we have many plans for this magazine and we hope that you understand that whacking on huge price increases for the sake of colour or a couple of pages is not what we have in mind. I am a modeller first and foremost, and I will remain so and in being one I will ensure you get from this title what you want ... MODELLING!

As a final note many of you will notice that there is no Richard Caruana article this month. Never fear, Richard has just moved house and he will hopefully be back with us next month. Hope you get the house sorted soon Richard.

Richard A. Franks

Editor

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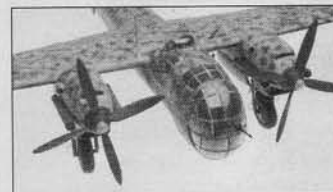
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AMT/ERTL

The latest kits from this company are the KC-135R Stratotanker and the YB-49 Flying Wing (See Preview). The KC-135R is the latest addition to a series of

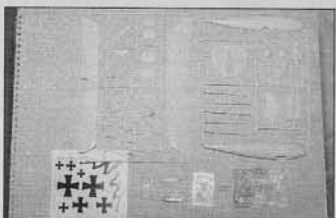


135's and this version includes new sprues for the enlarged engines fitted to the type. I note that the previously issued KC-135A and RC-135V are listed as deleted this year, so if you want any of the series now is obviously the time to buy them.

The next issues in 1/72nd should be the AC-130U Gunship and B-52G with the late series tail. Neither of these are due until later in the year although £26.99 seems to be the price set on both.

Eduard

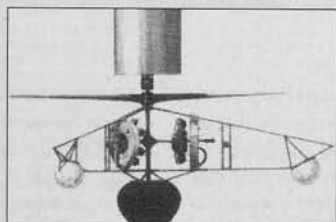
It is certainly going to be a time of change for Eduard during the rest of 1996 as they move away from the mixed media kit and go towards full injection moulded products. Thanks to the development of new injection moulding technology, Eduard will be able to make kits which are much more like the quality we all expect from the likes of Hasegawa etc. The first product to test this new technology is the excellent 1/48th scale Albatros D.Va. If you



inspect the contents of this kit you will see that the sprues and gates near each part are much thinner than in the past and the surface detail is far finer. The etched sheet will also strike you as different as it is steel coloured. Don't be fooled by appearances as this is still etched brass but it has now been nickel plated. In the future Eduard will use a chemical process which will turn the etched sheets gunmetal in colour and this will be a real bonus as far as perforated gun jackets etc are concerned.

With the move away from the 'experienced' end of the market Eduard hope to allow many more modellers to enjoy their products without the need for experience of mixed media kits. I for one congratulate them on their development as I feel too many people are put off by the inclusion of brass and metal in a kit and the improved injection techniques will certainly lead to a far more user friendly product.

Next in 1/48th scale will be the very weird PKZ-2 Austro-Hungarian observation helicopter of 1918. This will



be followed by the long awaited Sopwith Triplane and I believe this may be one of the first kits to utilise the new injection technology. The best news in the WWI series is that the long awaited Pfalz D.III will be available this year and it will also use the new injection process, have no metal and very few etched brass components.

A new series of WWII kits will be released and I have already mentioned the Hawker Tempest V in 1/48th scale in a previous News Update. However we now have it confirmed and it will be followed by the Polikarpov I-153 and then the Heinkel He 51A. I can only hope that the Mk V Tempest will be followed by the Mk II but nothing has been said yet.

An amazing new concept from the company is the 'stripped-down' series in 1/72nd scale. These kits will be entirely made of etched and metal parts and as the name implies they will be totally skeletal with no covering. The first in the series will be the Fokker Eindekker and this will be followed by the Sopwith Camel, SE5A and Fokker D.VII. I don't have an idea of price or time scale as yet but I am sure that these museum quality kits will be both amazing and mind boggling!

On top of all these new changes I should point out that the reduction in etched parts in the kits will have no effect on the etched sets available separately. The range will continue to expand as it has in the past with the addition of special sets for the new injected kits to allow the expert modeller the choice of using the sets if he chooses.

PP Aerokits

It is with great sadness that I have to report that Tim Perry has called it a day. With effect from late March PP Aerokits ceased to exist, although I am reliably informed that all outstanding orders will be met.

It is very sad to hear that we will not see Tim's skills bringing us the 1/48th scale Swordfish or Battle, but I can only hope that they will come from another source.

Everyone here at Scale Aviation Modeller wishes Tim all the best for the future and thanks him for everything that he has brought to the hobby.

Revell

With the purchase of the Revell and Monogram labels by a new parent company last year some changes in the UK structure were inevitable. Many of you may have already heard mention of Binney & Smith Ltd and they are now closely connected to Revell/Monogram.

Binney & Smith Ltd are the distributors for the Crayola range and the current tie in with Revell/Monogram is a sound one as it will allow a greater distribution of their products within toy shops etc. Binney & Smith have been



appointed as distributors for the range and they will co-ordinate the operation from their Bedford headquarters. A few people have contacted me to say that the Borehamwood telephone carries a redirection message and the new number is that of Binney & Smith. PR still remains under the capable control of KTPR, who, I believe, are still based at Borehamwood.

On the kit front Revell have just released a new series of snap-fit kits designed for the very young, with the intention of interesting them in our hobby long term. The series is very simple and all the kits come pre-painted

and marked. There are five kits in the range so far and they are the Bell UH-1B, Lockheed SR-71, CH-46 Chinook, B-1B and MiG-27. All of the aircraft come with a stand and each costs £1.99. If you have a young member of the family and they are showing an interest in what you are making, then purchase one of these kits as it may well start an interest in the hobby equal to your own, and after all without new blood in the hobby where will we be in 20 years time?

Leading Edge

One of the most recent sheets from this Canadian firm is for the Sabre Mk.6 in 1/32nd scale. The sheets offer you markings for the 'Golden Hawks' display team machines. The sheets have options for three machines from the 1962-63 seasons and the set also contains a small sprue of resin parts for the new ventral blade antenna and intakes which were unique to the type. The instruction sheet with the set has a wealth of information with very good illustrations from the service manual showing the cockpit interior and ejection seat, all of which will be of great use to the modeller working in this large scale.



The entire range is now distributed in the UK by H.G. Hannant Ltd. so if you want to know about this and other products in the range contact them on 01502 517444.

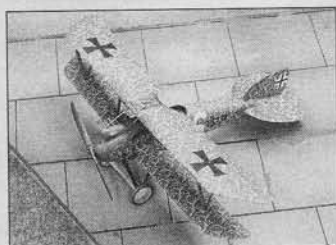
Pegasus

The latest release from this company is the Albatros D.III (Oef) in 1/72nd scale and this will be followed by the Breguet 14 (£13.99), Fokker D.XXIII (£13.99) and the Curtiss P-40Q (£11.99).

In the Blue Max 1/48th scale range the next kits will be the Pfalz D.XII (£19.99) and the De Havilland DH-2 (£19.99).

Having already done lozenge fabrics

Albatros D-III (Oef)



in decal form in 1/72nd scale these will soon be joined by the four colour upper and lower surface types in 1/48th scale. Each sheet will include rib tapes and will cost £7.49.

Detail & Scale

Many modellers I am sure will be acquainted with this excellent series of books by Bert Kinzey. Many of you will also have come across the older titles at reduced prices of late and many I am sure will have heard that the series is no more. There is no truth in the rumour I am glad to say and we have been informed that the entire series will now be produced by Squadron/Signal Publications in the USA.

Squadron hope to soon re-issue all the better selling titles in the series and they hope to have about three to four new titles added to the series each year. Still under the creative leadership of Bert Kinzey it will be good to have the series up and running once again and I look forward to the first new title in the series.

If you want to know more you can contact Pocketbond UK, Squadron's UK importer on 01438 798593, or Squadron direct on 001 75011 5010.

Flightpath

Although I am saddened by the loss of PP, I am glad to say that the entire range has been purchased by Flightpath. Initially the original PP stock will be sold by Flightpath but as this is used up items will be brought into the range under the Flightpath label and numbering system. Some upgrading and changes to products will occur and this may lead to some interruption in the supply of certain items

DB Conversions

I have also been told by Flightpath that they have purchased many of the items previously available under this label. At present seven sets will be available soon and these will be followed by a further

eight later on. The later releases will be fully upgraded and will include etched fittings etc.

Supermodel

Due later in the year from this firm will be the Aermacchi MB-339A in 1/72nd scale as a follow up to their already released MB-326. I don't have a date or price yet but I suspect the kit will be boxed with two decal selections as per the MB-326.

Elan

With the news elsewhere regarding PP Aerokits it is obvious that there is going to be a change in regard to this excellent range of resin figures. Talking to Robert Lane at the Southern Expo he explained that the entire range will now be available directly from him. If you want any of his figures you should contact him at;

Elan Miniatures, 41 Broadway,
Chilton Polden, Somerset. TA7 9DJ
Tel 01278 722266

The most recent releases from this company are; set 006 which is entitled 'Any One for Cricket?' and is a three figure set of RAF pilots indulging in a



game of cricket. Set 007 is another set of three figures, this time RAF or RN Aircrew of the 1942-1945 period. The set comes with an alternative head for one figure so he can be made into an RN pilot instead of RAF. Set 008 depicts a Luftwaffe ace and two groundcrew, one of which is painting yet another victory bar on the tail of the ace's aircraft and finally set 009 which depicts three seated RAF WWII pilots. One is in fighter pilot's leather jacket, the other in desert shorts etc and the other in normal RAF 'Hairy Mary's'. Each set is £5.95 plus 40p P&P from the above address and we will bring you a full review of all these sets next month.

High Planes

Having decided that the old FROG toolings were just too bad this company decided to make a completely new limited-run kit of the Beaufort and Beaufighter. Both of these kits contain vac-formed canopies and decals and each costs £23.95 in the UK.

Production of the kit is limited and they are available in most specialist model shops.

Falcon

The newest set released in the 'Clear-Vax' range of replacement canopies is set number 23 and this deals with Italian WWII types in 1/72nd scale. The set includes all the glazings for the S-55X, SM-81, Fiat G-55, Fiat G-50, Mc.200, Caproni Ca 314, Fiat CR32 and 42, Re 2000, 2001, Cant Z.506 and Ro.43.

Next in the 1/48th scale kit range will be the Bf 109G-12 series and these will utilise the same improved injection system as Tasman.

Tasman

With the dropping of the Ventura kit line this does mean that their planned 1/72nd scale Meteor range is also cancelled. Fear not however as the news is that a similar series will appear under the Tasman label.

A new series of upgrades based on the Heller Vampire FB5 will soon be produced by this company under their 'Upgrade' logo. It has long been planned to do such a range but it was not until a Swedish firm commissioned such a kit that the ball started rolling. First will be an F.1 and this will include new wings, tail and rudder and an accurate fuselage pod as the Heller one is very inaccurate. This first kit will include RAAF markings and it will be followed by an F Mk 3 with RCAF, RAF and Norwegian markings. The RCAF version has a clear section in the nose and this too will be included in the upgrade. Planned for the rest of the series

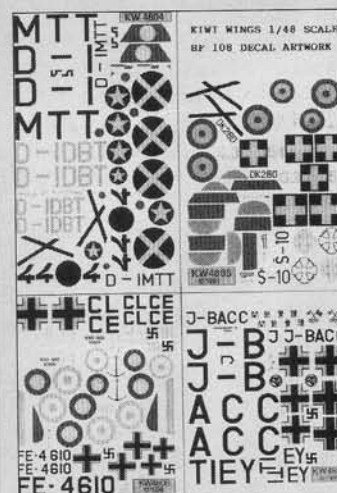
and in no particular order are the FB.5, Swiss FB.6, FB.9, RAAF F.30 and FB.31, T.11/T.55, RAAF T.34 & T.35, NF.10 and Sea Vampire.

Shortly after the Vampire series begins there will be a similar series of Harvards, Texans and SNJ's based on the Heller kit.

Once the new Supermodel MB-339A is released Tasman will bring out all the parts to convert it to the RNZAF MB-339C variant.

Kiwi Wings

With the news that this company will make a great improvement in its injection moulding quality I am pleased to say that the first kits to be produced to this new standard will be the series of 1/48th scale Bf 108's. I have discussed this series in a previous News Update and will not cover the same ground twice, however the decal sheet artwork gives you a good idea of the wide selection of colour schemes available in each kit.



As a total diversion the Bf 108 series will also include a totally new system of boxing. I will not say much as yet but the boxes will be far more sturdy and will not soil etc, oh by the way they will also be injected plastic!

Ventura

News has reached me that Malcolm Laird has decided to cease production of all new injection moulded kits. He intends to concentrate on his established decal range and to work on his new monograph series of books.



The first title in the new book series will be 'Stars of Israel'. The first part of this two part set will look at the Israeli AF use of the Spitfire and this will be

followed by a similar title covering the Avia S-199, Mosquito and B-17. I have no idea of a time scale for either of these titles but the colour artwork proofs look superb and the information and photographs in each have never before been published.

Glencoe

This is a firm with a passion for reissuing old kits and all of those planned for release this year are from Aurora toolings. All of the kits are in 1/48th scale and they include the Nieuport 28C.1, Pfaltz D.III, SPAD XIII, Curtiss Jenny JN4 and DH4. Although each kit is a bit long in the tooth now they can still be made up into attractive models. The UK price should be about £9.00 each.

Hasegawa

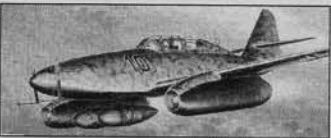
The latest kits for release in the UK from this source are as follows:

1/72nd

SBD-5 Dauntless 'USS Lexington'; Kawanishi NIKI Kyofu (Rex) 'Prototype'; Polikarpov I-16 Type 17 'Red Army'; Messerschmitt Me 262B-1a/U1 'Nachtjäger' (Re-issue); F4U-1 Birdcage Corsair (Re-issue); TBM-1C Avenger 'Atlantic'

1/48th

F6F-3 Hellcat 'Catsmouth'; Macchi C.205 'Veltro' (ANR version); F/A-18C Hornet 'VFA-37 Bulls'; Mitsubishi A6M3 Zero Type 32 'Houkoku'; A-24A Dauntless (Banshee) 'US Army'



Meikraft Models

This Texas based company produces injection moulded 1/72nd scale kits and the latest three are the Fokker D.I, Siemens Schuckert D.IV and the Fokker B.III MAG Series (04.3). Each kit contains etched brass and pewter parts plus decals and the price in the USA is \$19.95 each.

The UK importer for the range is Jamieson Models and you can contact them on 0141 552 3956 for more details.

Blue Rider

The second edition of this company's 'Insignia' magazine has just been produced. The magazine as usual comes with a decal sheet and this deals with a Mil-8 which was seized by the Slovenes in 1991 and subsequently covered in lots of sprayed graffiti. The aircraft is dealt with in the first couple of pages of the magazine and it will certainly make a rather different model



for anyone's collection. Subjects such as Latvia's Air Forces, Bulgarian Air Force, Warsaw Pact types being evaluated in the USA, the Albatros D.III (Oef), the Imperial Russian Air



Service, the cancelled SAAB A36 project and a visit to the Thai Air Force museum are all included in this packed edition and the presentation and wealth of information available within its pages make it a real 'must' for any serious modeller.

At present the title is only available through subscription and is quarterly. For details contact Blue Rider Publications at:

43a Glasgow Street, London.
SW17 9HL

Protec

This is a very new polyacrylic clear coating for modellers. This varnish is water based and it is claimed that it is incredible hard and will leave a perfect brush stroke free finish once applied. It will not yellow or craze and it will totally eliminate decal silvers. It is also ideal for coating glazed panels and it can even be used as a dope for cloth or tissue. If all this is not enough the product also reduces static by 70%.

The liquid comes in a tiny little 1/2 oz bottle and at first for £1.95 you wonder just how good it can be, however the manufacturer assures me that the tiny bottle will cover no less than 8 sheets of A4 paper and that equates to a lot of models.

If you are interested in this revolutionary new varnish it is currently stocked by Avia Imports. In the future the company will release a matt coating to go with the gloss version.

Monogram

Sighted at the Southern Expo was a limited number of the Monogram boxing of the new 1/48th scale Catalina kit. This certainly looks as if it was

worth the wait and I noticed that they sold very well, obviously people were willing to pay £24.00 for a kit which will be available before much longer in the UK under the Revell label for just £19.95. There are certainly none as strange as modellers!

Hobbycraft

I was pleased to see that the long awaited family of F4U Corsairs in 1/48th scale has at long last arrived in the UK, albeit in a very, very small number. A single example of each of the first three kits was sighted at the Southern Expo and detailed examination of the box showed that the kits are very good. Each features separate flaps, weighted tyres and a separate insert for the decking behind the canopy. This allows all the different styles of canopy to be used without the need for different fuselage mouldings. The UK price will be about £10.99 each.

Aviation History Colouring Book

Many of you may have come across the excellent work of historian Ian K. Baker and this series of monographs are produced by him with both historians and modellers in mind.



Each title is written and produced by Ian and they are a wealth of information on colour and markings. At present Ian is running through a series which deals with RAAF colour and markings of WWII and the most recent (Part No 26) is a special on Spitfires. The seventeen page booklet is a wealth of side view illustrations and official camouflage and marking instructions for the Spitfire in RAAF service. The entire series is well worth having and some even contain colour chips.

If you want this or any other of the parts from the series contact Ian direct at:

31A Mercier Street, Queenscliff,
Vic 3225, Australia

Previews

You will notice this month that some of the previews have an 'Origin' sub-heading. It has become increasingly noticeable that many of you are confused and concerned about the number of re-boxings of other manufacturer's kits which is occurring. In future all kits which are released under another company's label will carry this origin heading and in it will be the original manufacturer of the kit and a country of origin. We hope this helps - Ed.



TECHNICAL DATA

Kit: Northrop N-3PB **Manufacturer:** MPM

Scale: 1/72nd **Price:** £9.95

Type: Limited-Run Injection Moulded Plastic, Etched Brass and Vac-Formed Clear Plastic

Parts: Plastic; 41, Clear; 1, Acetate; 3, Etched; 15

Decal Options: 2

Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Focke-Wulf Ta 152H-1 **Manufacturer:** Aoshima

Scale: 1/72nd **Price:** £13.99

Type: Injection Moulded Plastic

Parts: Plastic; 39, Clear; 3 **Decal Options:** 2

Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE



TECHNICAL DATA

Kit: Yakovlev Yak-6 (with skis) **Manufacturer:** Encore

Scale: 1/72nd **Price:** £9.99 **Origin:** Alfa (Russia)

Type: Injection Moulded Plastic

Parts: Plastic; 51, Clear; 3 **Decal Options:** 1

Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND

Tel: 01438 798593 Fax: 01438 798616



TECHNICAL DATA

Kit: Yakovlev Yak-6 (with wheels) **Manufacturer:** Encore

Scale: 1/72nd **Price:** £9.99 **Origin:** Alfa (Russia)

Type: Injection Moulded Plastic

Parts: Plastic; 42, Clear; 3 **Decal Options:** 2

Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND

Tel: 01438 798593 Fax: 01438 798616



TECHNICAL DATA

Kit: Kawasaki NIK2-J Shinden Kia (George)

Manufacturer: Aoshima

Scale: 1/72nd **Price:** £13.99

Type: Injection Moulded Plastic

Parts: Plastic; 35, Clear; 4 **Decal Options:** 2

Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE



TECHNICAL DATA

Kit: Macchi C.205 'Veltro' (ANR Version)

Manufacturer: Hasegawa

Scale: 1/48th **Price:** £18.99

Type: Injection Moulded Plastic

Parts: Plastic; 75, Clear; 3 **Decal Options:** 2

Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE



TECHNICAL DATA

Kit: Focke Wulf Fw 190V1 **Manufacturer:** MPM

Scale: 1/72nd **Price:** £9.95

Type: Limited-Run Injection Moulded Plastic, Etched Brass and Vac-Formed Clear Plastic

Parts: Plastic; 36, Clear; 1, Acetate; 2, Etched; 13

Decal Options: 1

Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Douglas SBD-5 Dauntless 'USS Lexington'

Manufacturer: Hasegawa **Scale:** 1/72nd **Price:** £9.99

Type: Injection Moulded Plastic

Parts: Plastic; 50, Clear; 5 **Decal Options:** 2

Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE



TECHNICAL DATA

Kit: Messerschmitt Me 209V5 **Manufacturer:** Huma

Scale: 1/72nd **Price:** £14.50

Type: Injection Moulded Plastic

Parts: Plastic; 33, Clear; 1 **Decal Options:** 1

Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Junkers Ju 287V1 **Manufacturer:** Huma

Scale: 1/72nd **Price:** £24.95

Type: Injection Moulded Plastic

Parts: Plastic; 94, Clear; 6 **Decal Options:** 1

Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Bristol 170 Mk 32 Superfreighter **Manufacturer:** Airfix

Scale: 1/72nd **Price:** £8.99

Type: Injection Moulded Plastic

Parts: Plastic; 81, Clear; 26 **Decal Options:** 2

Manufacturer: Airfix, Marfleet, Hull, North Humber-side. HU9 5NE

Tel: 01482 701191 Fax: 01482 712908



TECHNICAL DATA

Kit: Curtiss Hawk III **Manufacturer:** MPM

Scale: 1/72nd **Price:** £9.95

Type: Limited-Run Injection Moulded Plastic, Etched Brass and Vac-Formed Clear Plastic

Parts: Plastic; 51, Clear; 2 Acetate; 1 Etched; 7

Decal Options: 2 (Chinese, Thai A.F)

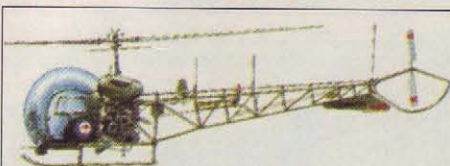
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Avia S-199 'Mule' **Manufacturer:** Hobbycraft
Scale: 1/48th **Price:** £10.99
Type: Injection Moulded Plastic
Parts: Plastic; 57, Clear; 3 **Decal Options:** 2
Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND
Tel: 01438 798593 **Fax:** 01438 798616



TECHNICAL DATA

Kit: Bell 47D/G **Manufacturer:** Pavla Models
Scale: 1/72nd **Price:** £14.95
Type: Limited-Run Injection Moulded Plastic, Etched Brass and Vac-Formed Clear Plastic
Parts: Plastic; 41 Clear; 8 Acetate; 1 Etched; 53
Decal Options: 4 (Malta 1972, RNZAF 1991, M*A*S*H 1958 & Korea 1951)
Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Messerschmitt Me509 **Manufacturer:** RS Models
Scale: 1/72nd **Price:** £23.50
Type: Resin and Vac-Formed Clear Plastic
Parts: Resin; 40, Clear; 1 **Decal Options:** N/A
Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Berzniak-Isaev BI-1 **Manufacturer:** Modelist
Scale: 1/72nd **Price:** £3.50
Type: Injection Moulded Plastic
Parts: Plastic; 37, Clear; 1 **Decal Options:** 3
Importer: Four Plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex. SS7 2SH
Tel/Fax: 01702 559308



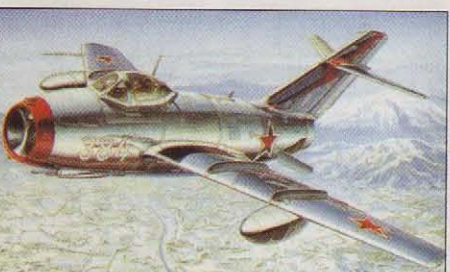
TECHNICAL DATA

Kit: Curtiss SC-1 Seahawk **Manufacturer:** Antares
Scale: 1/72nd **Price:** £12.50
Type: Injection Moulded and Vac-Formed Clear Plastic
Parts: Plastic; 53, Clear; 5 **Decal Options:** 2
Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Il Ya Muromets Type B **Manufacturer:** Maquette
Scale: 1/72nd **Price:** £14.95
Type: Injection Moulded Plastic
Parts: Plastic; 170, Clear; 10 **Decal Options:** 1
Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND
Tel: 01438 798593 **Fax:** 01438 798616



TECHNICAL DATA

Kit: MiG-15bis **Manufacturer:** Tamiya
Scale: 1/48th **Price:** £15.99
Type: Injection Moulded Plastic
Parts: Plastic; 81 Clear; 5 Metal; 1 (Nose weight)
Decal Options: 4 (2x Chinese, 1x Russian, 1x Korean)
Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 0442 61721 **Fax:** 0442 240647



TECHNICAL DATA

Kit: Northrop YB-49 Flying Wing **Manufacturer:** AMT/ERTL
Scale: 1/72nd **Price:** £25.99
Type: Injection Moulded Plastic
Parts: Plastic; 84 Clear; 5 **Decal Options:** 1
Manufacturer: Ertl Europe Ltd, Falcon Road, Exeter. EX2 7LB
Tel: 01392 445434 **Fax:** 01392 445822



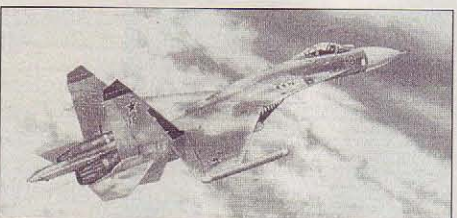
TECHNICAL DATA

Kit: Boeing RB-50G 'Elint' **Manufacturer:** Academy
Scale: 1/72nd **Price:** £25.99
Type: Injection Moulded Plastic
Parts: Plastic; 226, Clear; 15 **Decal Options:** 1
Importer: Toyway, P.O. Box 55, Unit 20, Jubille Trade Centre, Jubille Road, Letchworth, Herts. SG6 1SG
Tel: 01462 672509 **Fax:** 01462 672132



TECHNICAL DATA

Kit: L-19/0-1 Bird Dog **Manufacturer:** Model USA
Scale: 1/48th **Price:** £TBA
Type: Injection Moulded Plastic
Parts: Plastic; 50, Clear; 8 **Decal Options:** 4
Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND
Tel: 01438 798593 **Fax:** 01438 798616



TECHNICAL DATA

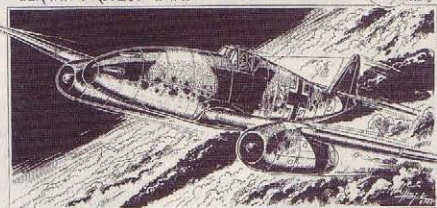
Kit: Sukhoi Su-27 Flanker **Manufacturer:** Encore
Scale: 1/72nd **Price:** £14.95 **Origin:** Nakotna (Russia)
Type: Injection Moulded Plastic
Parts: Plastic; 96, Clear; 2
Decal Options: 3 (Soviet, Chinese & Ukrainian A.F)
Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND
Tel: 01438 798593 **Fax:** 01438 798616



TECHNICAL DATA

Kit: Sukhoi Su-35 **Manufacturer:** Encore
Scale: 1/72nd **Price:** £14.95 **Origin:** Nakotna (Russia)
Type: Injection Moulded Plastic
Parts: Plastic; 88, Clear; 3 **Decal Options:** 4
Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND
Tel: 01438 798593 **Fax:** 01438 798616

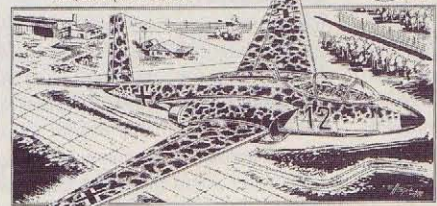
Messerschmitt Me 109TL • GERMAN PROJECT WW II •



TECHNICAL DATA

Kit: Messerschmitt Me109 TL **Manufacturer:** Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin and Vac-Formed Plastic
Parts: Resin; 27 Clear; 1 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31
Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 Fax: 01502 500521

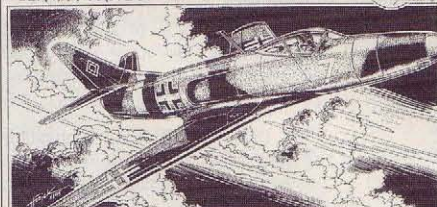
Heinkel He P 1079A • GERMAN PROJECT WW II •



TECHNICAL DATA

Kit: Heinkel He P1079A **Manufacturer:** Planet Models
Scale: 1/72nd **Price:** £22.95
Type: Resin and Vac-Formed Plastic
Parts: Resin; 37 Clear; 1 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31
Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 Fax: 01502 500521

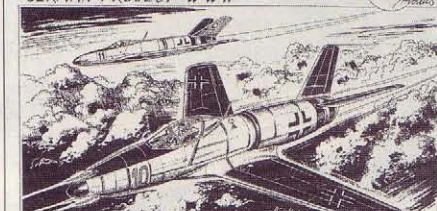
Messerschmitt Me P.110/I • GERMAN PROJECT WW II •



TECHNICAL DATA

Kit: Messerschmitt Me P.110/I **Manufacturer:** Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin and Vac-Formed Plastic
Parts: Resin; 30, Clear; 1 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31
Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 Fax: 01502 500521

Messerschmitt Me P.110/II • GERMAN PROJECT WW II •



TECHNICAL DATA

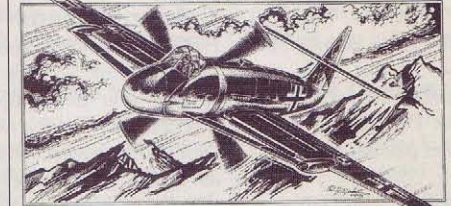
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Scale: 1/72nd **Price:** £22.50
Type: Resin and Vac-Formed Plastic
Parts: Resin; 30, Clear; 1 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31
Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Yak-3 **Manufacturer:** N/K (Russian)
Scale: 1/72nd **Price:** £4.95
Type: Injection Moulded Plastic
Parts: Plastic; 35, Clear; 1 **Decal Options:** 1
Importer: Four Plus UK, 29 Westwood Gardens, Hadleigh,
Benfleet, Essex. SS7 2SH
Tel/Fax: 01702 559308

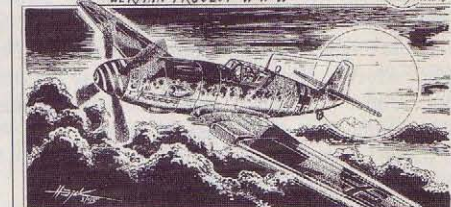
Blohm Voss BV P 192.01 • GERMAN PROJECT WW II •



TECHNICAL DATA

Kit: Blohm & Voss BV P192.01 **Manufacturer:** Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin and Vac-Formed Plastic
Parts: Resin; 35, Clear; 1 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31
Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 Fax: 01502 500521

Messerschmitt Me 209H/V1 • GERMAN PROJECT WW II •



TECHNICAL DATA

Kit: Messerschmitt Me209H/V1 **Manufacturer:** Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin and Vac-Formed Plastic
Parts: Resin; 25 Clear; 1 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31
Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 Fax: 01502 500521



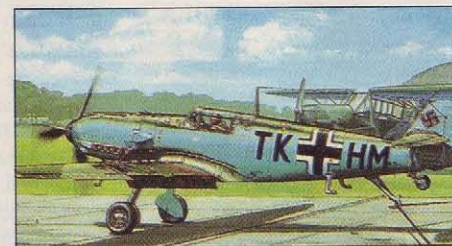
TECHNICAL DATA

Kit: NA FJ-4B Fury **Manufacturer:** Revell
Scale: 1/72nd **Price:** £5.75 **Origin:** Emhar (UK)
Type: Injection Moulded Plastic
Parts: Plastic; 47, Clear; 1 **Decal Options:** 1
Importer: Revell (GB) Ltd, c/o Binney & Smith Ltd,
Amphill Road, Bedford.
Tel: 01234 360201



TECHNICAL DATA

Kit: Curtiss P-40M **Manufacturer:** Mauve
Scale: 1/48th **Price:** £18.99
Type: Injection Moulded Plastic
Parts: Plastic; 73 Clear; 11 **Decal Options:** 2
Importer: Pocketbond Ltd, P.O Box 80, Welwyn, Herts.
AL6 0ND
Tel: 01438 798593 Fax: 01438 798616



TECHNICAL DATA

Kit: Messerschmitt Bf 109T-1/T-2 **Manufacturer:** Face
Scale: 1/72nd **Price:** £3.99
Type: Injection Moulded Plastic
Parts: Plastic; 37, Clear; 1 **Decal Options:** 2
Importer: Pocketbond Ltd, P.O Box 80, Welwyn, Herts.
AL6 0ND
Tel: 01438 798593 Fax: 01438 798616



TECHNICAL DATA

Kit: Commonwealth Boomerang **Manufacturer:** LTD
Scale: 1/48th **Price:** £23.50
Type: Limited-Run Injection Moulded Plastic, Resin and
Vac-Formed Clear
Parts: Plastic; 47 Clear; 3 Resin; 1
Decal Options: 3
Importer: Pocketbond Ltd, P.O Box 80, Welwyn, Herts.
AL6 0ND
Tel: 01438 798593 Fax: 01438 798616

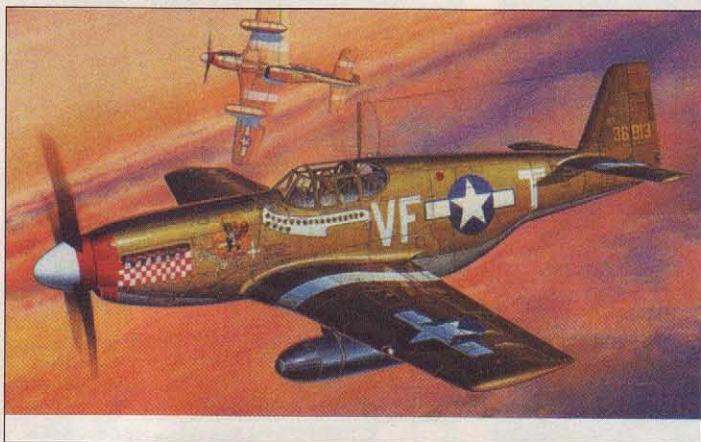


TECHNICAL DATA

Kit: Lavochkin LaGG 3 **Manufacturer:** LTD
Scale: 1/48th **Price:** £23.50
Type: Limited-Run Injection Moulded Plastic and Vac-
Formed Clear **Parts:** Plastic; 40, Clear; 4
Decal Options: 3 (2x Russian, 1x Finnish)
Importer: Pocketbond Ltd, P.O Box 80, Welwyn, Herts.
AL6 0ND
Tel: 01438 798593 Fax: 01438 798616

Reviews

P-51-B Mustang



TECHNICAL DATA

Manufacturer: Tamiya
Scale: 1/48th **Price:** £15.99
Type: Injection Moulded Plastic
Parts: Plastic; 64, Clear; 6
Decal Options: 3
Importer: Richard Kohnstam Ltd
13-15a High Street, Hemel Hempstead,
Herts. HP1 3AD
Tel: 01442 61721 Fax: 01442 240647

The Kit

Continuing their expansion into the aviation field of modelling Tamiya have now complimented their excellent P-51D Mustang with an equally excellent P-51B

It is moulded in mid grey plastic and has absolutely no flash anywhere. There are barely any mould lines to clean up. The kit is made up of sixty four grey plastic parts and seven clear plastic parts which include an open or closed canopy option.

The instruction sheet is well drafted, clear and easy to understand which we have come to expect from Tamiya.

Construction

This begins with the construction of a large interior section which comprises the cockpit radio compartment aft of the pilot's seat and radiators. All the detail of the cockpit and interior is excellent and only requires the addition of seat harness to finish off an almost flawless rendition.

The airframe, fuselage, wings, tailplanes etc. fit together so well that a dry run of these parts just 'snapped' together. The fuselage was glued together and no filler was required on any joints.

A wheel well interior centre section snaps neatly into the lower half of the wings before the wing is attached to the fuselage. The upper wing sections go in place after the lower wing half has been glued in position. The location points for the

bomb/fuel tank racks should be opened up now. At this stage the tailplanes are also added but so good was their fit that I decided to leave them off until after painting and decal application.

The supercharger and radiator intake fronts are moulded as separate parts. The radiator rear shutter and flaps are provided as separate parts and are meant to be displayed as open/down respectively but can also be displayed shut with the removal of the location tabs.

The undercarriage is a quick simple affair. The wheels I particularly liked as the outer hub half is a separate part which can be painted silver and the tyre black before assembly which avoids delicate painting which, if your nerves are shot like mine and you suffer from hand shake, makes for an easy life.

The propeller is made up of four

separate blades fixed into a capstan. A polythene sleeve is inserted into the capstan to give a snug fit onto the propeller shaft. If you think ahead you can save yourself a lot of trouble by painting the blades black, the capstan red and the spinner white as the demarcation between the red and the white is the joint between the spinner and the capstan. Watch out for these things as they save you a difficult masking job.

The canopy as I said earlier can be modelled open or closed with separate parts for both options. The clear parts are crystal clear and don't need any polishing and are best masked up with Parafilm-M and then glued in place.

Colour Options

Firstly a coat of cockpit green from the Humbrol acrylics range was sprayed over the canopy frames to give the appropriate interior colour. I didn't bother undercoating this model as I just quickly sprayed cockpit green over the major airframe joints to see if any filling or cleaning up was needed and none was.

When I had painted the propeller capstan red I had also sprayed the front cowls. This was masked off later when dry. The red nose is for the aircraft of Captain Don Gentiles; Shangri-La, which was the standard early USAF European colours of Olive Drab upper surfaces, with mid grey lower surfaces and I used Tamiya Colour Olive Drab and mid-grey. Once these colours were dry a coat of micro gloss was applied to take the decal.

Decals

The decals are by Superscale and are

fantastic. They don't have any carrier film overlap which cuts down on the chances of getting any silvering.

There are three decal options available to you. Firstly that of Captain Don Gentile's well known 'Shangri-La' of the 336th Fighter Squadron of the 4th Fighter Group, the second is of Lieutenant William Houde's 'Ole-II' of the 358th Fighter Squadron, 355th Fighter Group and thirdly 'Bonny Bea', an all metal finish example of the 339th Fighter Group, 504th Fighter Group. All three are good but 'Shangri-La' was my choice.

Decal Rating = 11/10
(if that's possible!)

Conclusion

What a great kit. It simply is one of the best kits on the market today of the P-51 Mustang. You won't like it if you like a challenge, because a challenge it is not. This is a kit for a rainy Saturday afternoon when you want to see rapid progress. This has turned out to be a rather short review for me as the model 'builds itself' and is so easy. Precise, well engineered moulding combined with an excellent decal sheet makes for good results.

Recommendation

I can thoroughly recommend this kit to absolutely everybody, from the young inexperienced to the old men of modelling.

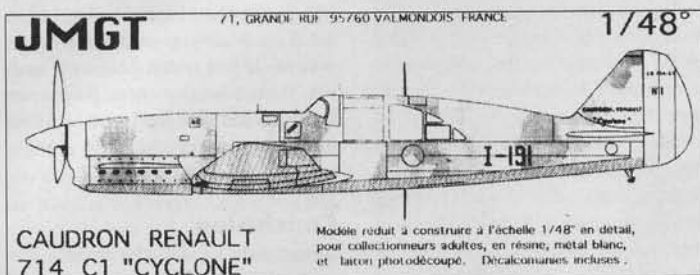
Other mass produced kit manufacturers take note; for £15.99 this is what a modern kit should be like. Keep it up Tamiya!

My thanks to Richard Kohnstam Ltd for the review sample.

Mitch Thompson



Caudron Renault 714 C1 'Cyclone'



TECHNICAL DATA

Manufacturer: JMGT
Scale: 1/48th **Price:** £54.99
Type: Resin, Pewter and Etched Brass
Parts: Resin; 12, Brass; 21, Pewter; 10, Clear; 2
Decal Options: 3
Importer: H.G. Hannant Ltd
 Trafalgar House, 29-31 Trafalgar Street,
 Lowestoft, Suffolk. NR32 2AT
 Tel: 01505 517444 Fax: 01502 500521

The Kit

I think that Mitch is probably correct when he uses the description 'sexy' in relation to this particular aircraft. It is true to say that the racing lines of the type on which this fighter was based are still very evident in the C714. I have liked the C714 for years and have many a Heller kit stashed away, however with the option to have a go at a new 1/48th scale version my interest in the subject doubled.

This is an entirely new kit and it replaces the old vac-formed version which was also available from this company. The kit is cast in bubble free resin and it has a nice selection of pewter and etched brass detail components. The oddest thing about the kit are the canopies, they are clear and vac-formed but the material looks about 50 thou thick!

Construction

As with all resin kits the small number of parts means that it is not long before you have the bulk of the assembly completed. This kit is very cleverly broken down into components and the join lines are, in the main, kept on panel lines so that clean up etc is only minimal.

The cockpit area is a real gem with a resin instrument panel complete with side consoles and onto this is added etched panels which are fully detailed. This neat little panel is then stuck into the canopy opening about a third of the way from the front. The seat is well cast in resin but it has to have belts added as that large clear canopy will make it look too stark without any. These belts however will have to come from another source as there are none included on the etched fret in the kit. Surprisingly the interior is the same as the undersurface of the aircraft, a light blue grey and once

this is sprayed on a little dry brushing will bring all the detail out.

At this point in construction I prepared all the undercarriage etc with detailed painting and then set them aside whilst I fitted the canopy.

As I said at the start the instrument panel is fitted about 1/3rd of the way along the opening, this is because the canopy includes a section of the forward upper fuselage decking and the canopy in this kit is clear but very thick, there are two included so if you wish to cut one open and use the open panels from the other this will ensure a good end product, also if you mess one up you still have a spare! Be very cautious about how you remove the canopy from its backing. I suggest very gentle use of the razor saw and as little pressure as possible. Once out of the backing sheet you can clean it up with a sharp scalpel and then undertake a series of dry runs to ensure a good fit. Even after all the dry assembly runs I still found that the forward contour of the panel did not match the cowling and I therefore had to use a combination of superglue and clamps before finishing it all off with a little filler.

At this stage the canopy is masked and the overall colour scheme is applied. Once this and the decals are on and an overall coat of varnish has been applied and dried I set about adding the detail parts. The undercarriage legs are

metal and these are fitted into holes drilled into the end of each undercarriage bay. To this is added a pair of resin wheels and these will have to be filed flat on the bottom for a more realistic effect. The undercarriage doors are etched brass and these are assembled in position with the aid of the illustrations in the instruction leaflet. There is an excellent ring and bead sight made of etched brass which has to be added to the exterior of the cockpit area and don't forget the pitot tube on the starboard wing. The final task was to add the propeller blades to the spinner and to make up a series of gun muzzles from plastic tubing for each of the twin machine guns in the wings.

Colour Options

There are three colour options in this kit, two French and one Finnish. The first is a C714 No 1 coded I-191 and this is followed by a similar machine No. 32 which is coded I-222. This second option carries the Polish style national insignia on the fuselage sides only. The final option is a Finnish AF example which is coded CA-555.

All of these options use a standard French colour scheme of Gris Bleu Clair underneath with a combination of Gris Bleu Foncé, Kaki Vert and Brun Foncé on top. All of the colours I used came from the Xtracolor range and they were X389 underneath with X388, X384 and X386 on top. The undercarriage legs were painted Oily Steel (X503) and the tyres Tyre Black (X505). Once dry the entire model was coated with Revell gloss varnish and the decals were applied. Once this was dry the model was toned down with an overall application of AeroMaster Semi-Gloss Clear.

Decals

An excellent quality decal sheet is

included in this kit and all of the images are well produced and all of them were in perfect registration.

There are no stencilling details other than the manufacturer's name and tail numbers for the French versions. I had already opted for the Finnish version as I have a liking for the colour and markings of this Air Force and I was amazed to see that the white surrounds on the national insignia were so dense that they did not even darken when applied over the very dark upper surface colours.

All of the images have very little carrier film and they reacted well to a combination of Micro Set and Aero Sol decal solutions. Once matt varnished I am pleased to say that none of them silvered at all.

Decal Rating- 10/10

Conclusion

What a absolutely fantastic kit! I can honestly say that I thoroughly enjoyed making it. It is not of course a simple kit designed for all skill levels, but then again with a price tag as high as this you only expect the more advanced modeller and the collector to purchase it.

I am very pleased with the end product and I can only see one drawback with it, it has started me off on an urge to make a collection of 1/48th scale kits in Finnish AF colours. Now where did I put that Buffalo.....

Recommendation

A beautiful product I could recommend to all, however the price and topic probably preclude many from wanting it. However standing on its own merits and not considering the price it is a kit I can thoroughly recommend

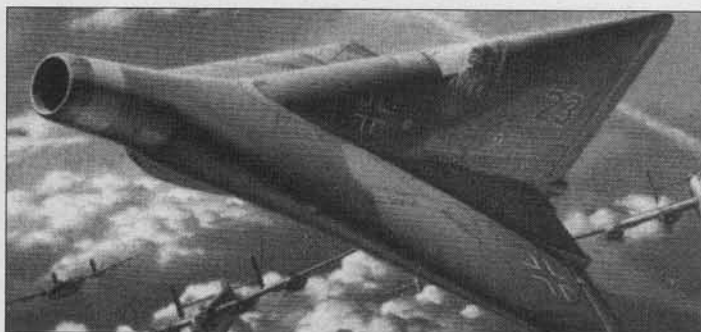
I enjoyed that!

My thanks to JMGT for the review sample.

Richard A. Frank



Lippisch P13A



TECHNICAL DATA

Manufacturer: Revell
Scale: 1/48th **Price:** £5.75
Origin: Mauve (Japan)
Type: Injection Moulded Plastic
Parts: Plastic; 19, Clear; 1
Decal Options: 1
Distributor: Revell (GB) Ltd.
 C/O Binney & Smith Ltd.
 Amphill Road, Bedford

The Kit

This is a must for those of you who like myself are raving 'what if?' builders. A very strange looking aircraft, this should actually look very familiar to Luftwaffe modellers as it is in fact the ridiculously over priced Mauve kit which appeared about two or three years ago, but quickly disappeared along with the equally overpriced Messerschmitt Bf 110 kit when it was realised that no one was going to pay £32 for it. Thankfully now Revell have acquired the tooling and are producing the kit for the extremely good price of £5.75.

There is in fact not much of a kit in the

box. A mere twenty plastic parts, one of which is the transparent canopy, make up this kit. However what the kit lacks in parts it makes up for in quality. Moulded in light grey plastic with engraved panel lines all the parts except for the canopy come on two sprues. Six of the parts are not actually part of the aircraft but go to make up a handling dolly or trailer as the P13a landed on a fixed skid and had no undercarriage like the Messerschmitt Me 163. So the aircraft itself is only fourteen parts. This wasn't going to take long.

Construction

The first step was to put the wing halves together with the engine exhaust grill. Unfortunately there is no further interior detail and it is easy to see the whole of the interior of the model from both ends, enough! So plastic card time. I put a rough bulk head into the bottom left of the wing and then sprayed the whole interior with RLM 02 Grey just to darken the interior down and with the bulkhead in place no

embarrassing interiors could be seen. Next step was the cockpit interior most of which is fixed onto the top of the wing. I chose at this point to replace the kit rudder pedals with Reheats brass etched rudder pedals. Harness straps are also provided on the decal sheet but look naff so these were replaced by brass etched examples. Step three was to put the fuselage/fin together, along with a rear cockpit bulkhead instrument panel and trim wheel (I think that's what it was?). All the interior was painted RLM 02 Grey and detail painted. Once dry the wing section was mated to the fin/fuselage section and that was it! Construction completed. The trailer needs some cleaning up in the form of removing a very prominent mould line which ran around the whole frame and apart from fixing the wheels to the frame that was all that was needed to complete the trailer.

As far as filler was concerned the whole model fitted together superbly, only a little was needed around the rear of the fin/wing step joint, not a real problem.

Painting

With the canopy masked off with Parafilm and put in place with a little PVA glue, I airbrushed the whole airframe RLM 76 Lichtblau, my own Tamiya acrylics mix. Now the kit gives two colour options, one in RLM 76 Lichtblau, RLM 81 Braunviolet and RLM 82 Dunkelgrun and the other in good old RLM 74, RLM 75, RLM 76. I went for the latter but applied it with my own demarcation. A good coat of acrylic microgloss was applied as a good seating for the decals.

The trailer was painted RLM 70 Schwartzgrun which was a basic standard for Luftwaffe handling equipment.

Decals

These are Revell's own printed decals and were not bad at all. The only complaint as with all Luftwaffe model kits of the period, was no swastikas! I applied a large white out of line swastika to each side of the fin from an old Stuka decal sheet in my scrap box. The two decal options are for spurious Jagdgeschwader units and I went for I went for JG 301.

Decal Rating: 8/10

Conclusion

A great little kit and what is more it is accessible to everyone's pocket. It is a well moulded and presented kit, a quality product. It is simple to build so all ages and abilities can build a decent model from it. The Lippisch P13a kit is a quick model to build, I completed mine in one day, starting in the morning and finishing it by early evening and being able to drink to the model down the pub for the rest of the time. If only all Saturdays could be like that.

Recommendation

This is a kit I can thoroughly recommend to all, young or old, animal or mineral!

Mitch Thompson



North American XB-70 Valkyrie



TECHNICAL DATA

Manufacturer: AMT/Ertl
Scale: 1/72nd **Price:** £16.99
Type: Injection Moulded Plastic
Parts: Plastic; 80, Clear; 2
Decal Options: 1
Distributor: AMT/Ertl (Europe) Ltd.
 Falcon Road, Exeter. EX2 7LB
 Tel: 01392 445434

The Kit

A kit of a Valkyrie in this scale by a major firm is something I did not ever think would happen. Thankfully those lovely mad people at AMT have decided to tool it and here is the

result..... a BIG kit!

Construction

When I started this kit a good few months ago I was fired with enthusiasm, but as the months passed I got more and more dejected with it and in the end it nearly did not happen. I must admit that this is the slowest review sample I have ever made and I must apologise in advance to AMT for the tortoise like speed at which I have tackled this particular model.

Before you even consider this model make sure you have a separate modelling

area and that you have lots of space. Now I am not just talking about work surface space I mean room space because once the bulk of the model is together you will be wielding a 30in long, 20in wide hunk of plastic about!

Construction begins with the cockpit area and here you get the unique escape capsules fitted to the XB-70 and although I feel their detail and finesse is a little disappointing, they are hardly visible once the windshield is in place. I did not bother with the undercarriage at this stage and moved swiftly on to the main assembly. Now this is the point at which my temper and enthusiasm dwindled as I found the fit of the major parts to be vague and poor. I discussed this with Ertl and was informed that if I followed the instructions properly I would not have experienced any trouble. A modeller following the instructions! I have never heard such a preposterous idea.

Anyway dutifully told off I returned to the product and set about filling and sanding all

the major joints as none of the parts seemed to meet. If you build this follow those instructions to the letter and you will not have the gaps I did (I hope!). With all the big bits together the model was almost complete. All you have to do is decide on which windshield and wing tip configuration you require and then you can finally assemble the monster.

I had left off all the undercarriage and the pitot tube at this point as well as the exhaust units and once the canopy was masked with Parafilm M I set about spraying.

Once that was done the detail parts were added and the model was supported on its back overnight to ensure that the undercarriage units were well and truly secure as I did not want it to slump into a pile of undercarriage bits once I tried to put it on them.

Painting

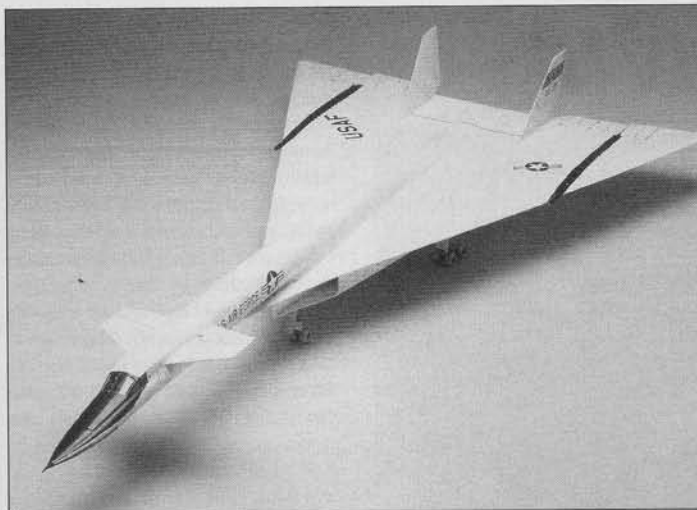
This is a task that could not be easier as the XB-70 was in the Ford style of any colour as

long as it's white! Having recently moved over to the Halford acrylic spray range I was pleased to be able to use their gloss white for my model, although this beast needed one and a half tins at about £4.50 a go to fully paint it. I also had to give best to the task at home and thankfully was able to complete the spraying in the relative comfort of a professional spray shop. The black used was also from the Halford's range of sprays and if you really want to go to town you can even use a coat of their acrylic lacquer as a final top coat.

The interior and wheel wells were painted a light grey colour, as was each oleo unit and the tyres are silver as they were painted with a special heat dispersing paint. The wheel hubs were Oily Steel (Xtracolor X503).

Decals

There is only one option on the decal sheet and that is for the first prototype. This is the machine so tragically destroyed during a test flight.



All of the images were in register and the colour density of each was very good. I settled each image onto the model with Aero Set solution and then used Aero Sol to settle

then snugly onto the models surface and to help them to adhere to the combination of raised and recessed panel lines on this kit.

Once all the decals are on the model can

be given a coat of gloss varnish as the entire aircraft was gloss, so no decal silvering to worry about with this kit.

Decal Rating = 10/10

Conclusion

I admit that I probably got a few areas on this kit wrong and I am sure that if I had approached it in a more methodical manner I would not have encountered all the fit problems, however I still feel that the kit does not go together easily and that its sheer size just makes the task more frustrating.

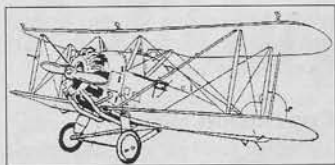
I am sure that only those with a need for big aircraft will want this and for that reason I will recommend it to those of you with experience and in the knowledge that you are forewarned about its shortcomings.

Recommendation

One that's only for the more experienced amongst you. My thanks to AMT/Ertl for the review sample.

Richard A. Franks

Hawker Woodcock



TECHNICAL DATA

Manufacturer: Aeroclub
Scale: 1/72nd **Price:** £8.50
Type: Limited-Run Injection Moulded Plastic & Pewter
Parts: Plastic; 7, Pewter; 23
Decal Options: 2
Distributor: Aeroclub
 5 Silverwood Avenue, Ravenshead,
 Nottingham, NG15 9BU
 Tel: 0115 9670044 Fax: 0115 9671633

The Kit

Along with the Grebe, Gauntlet and Gamecock this is the fourth in a selection of inter-war fighters from Aeroclub. The kits use limited-run injection moulded plastic for the main parts with pewter for all the details. The kit comes with a superb decal sheet for machines operated by No 3 or No 17 Squadrons and the overall feel of the kit is best summed up as Quality.

Construction

Now I am not one who makes bi-planes, I admit that I have a love for all of the 'silver wing' era but I simply do not have the skill or patience to build such delicate models. My grip on reality was lost however with Mitch Thompson's recent rave review of the Grebe and Gamecock (See Vol 2 Iss 4 Page 202-203). I decided that I could probably make this kit, so off I went (false confidence = bad mistake).

Assembly begins with the cockpit interior which is made up of a plastic rear bulkhead

and pewter floor, seat, instrument panel and control column. Once all this is in place the interior is sprayed WWI Dark Green (Humbrol 108). The instrument panel was painted in natural wood and the instrument dials were picked out in silver, before it was cemented into a fuselage half. Both halves of the fuselage were then joined together and a little filler was added to the joint lines.

Test fit the lower wing before you start cleaning it up and keep on test fitting it until you are happy with the fit. Once it is glued in place you will probably still need a little filler on the leading edge joint. The undercarriage units are pewter and I would advise you to drill out holes to take the pin on the end of each unit and then loosely assemble the units onto the axle before cementing the whole thing in position and jiggling it whilst it sets. Once the unit is secure you can add a little glue to the axle and then the whole thing will be good and rigid.

At this point in assembly I masked off the cockpit and applied the overall colour scheme and decals.

Colour Options

There are two colour options in this kit, a No.3 or a No.17 squadron machine and each of them are in the same basic overall colour scheme.

My model was initially sprayed with Halford's acrylic Nissan Metallic Silver and once the decals were on the glossy finish of this paint was dulled with an overall coat of Revell matt varnish. The forward upper decking and nose of the aircraft are light grey and this is best achieved with a light coat of Halford's acrylic Grey Primer.

The engine was painted Oily Steel and dry brushed with aluminium and the exhaust collector ring was painted Dull Red

(Humbrol 70) and then dry brushed with a combination of Xtracolor Exhaust and Gunmetal. All of the machine guns on the kit were also painted in Gunmetal and the tyres were Tyre Black.

Decals

These are designed and produced for Aeroclub by Tim Perry and their quality is quite superb. As I have said the overall scheme of each option is similar but the individual squadron colours are all added as decals.

My model was glossy at the stage at which the decals were applied and I used both Aero Set and Aero Sol decal solutions. Both of these worked very well in settling each image down. As usual the rudder decals can be a bit of a pain, the only proper way to do them is to do one side at a time. Let the decal dry and then trim the edge with a very sharp scalpel blade, then repeat the whole process for the other side.

Decal Rating = 9/10

Conclusion

By now I suspect many of you are thinking that I had a really nice time proving that I can make bi-planes, well not quite. By the time I added the upper wing things started to go wrong and it just got worse. This kit does not include pewter interplane struts and the

weight of the upper wing combined with the plastic strut material did not work. I discussed this with John Adams and he informed me that the Woodcock got all the way through design and initial test production before he realised to his horror that he had forgotten the metal struts! His advice therefore is to use the Skybirds 'Strutz' material instead of plastic and to drill and secure each strut into the model/wing before continuing with assembly of the upper wing.

This however did not help me and I find myself more than a little disappointed with the end result. Well at least it proved one thing... I still can't make bi-planes!

Recommendation

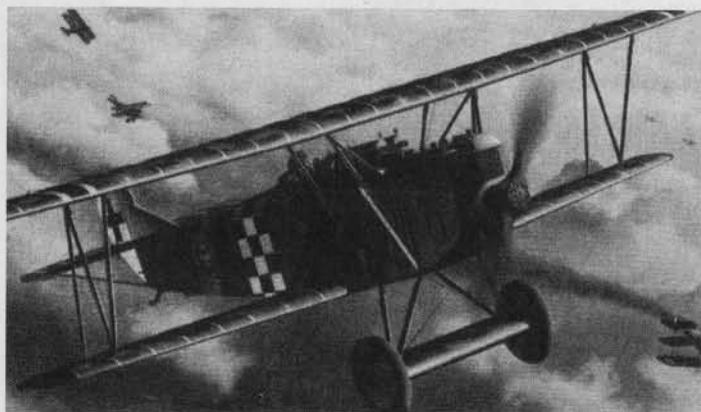
This is certainly a quality product from Aeroclub and without my obvious lack of skill I am sure it would make up into a lovely model in the correct hands. If you are forewarned about the strut problems I am sure that the final assembly and rigging will be easy but I suspect this does mean that this kit is not as simple as the versions built by Mitch and for that reason I can only recommend this to the more experienced amongst you.

My thanks to Aeroclub for the review sample.

Richard A. Franks



Fokker D.VII



TECHNICAL DATA

Manufacturer: Revell
Scale: 1/28th **Price:** £12.50
Type: Injection Moulded Plastic
Decal Options: 1
Distributor: Revell (GB) Ltd.
 C/O Binney & Smith Ltd.
 Ampthill Road, Bedford.

The Kit

The Fokker D.VII kit from Revell is the fourth release in a series of large scale WWI fighters and follows the ubiquitous Sopwith Camel, Nieuport and the Fokker Dr.I Triplane.

Attractively packaged in Revell's now familiar blue graphic carton with well painted strikingly colourful illustration, it does not give you an impression of how big the kit is. The parts are veritably jammed into the box which makes a change from some kits which rattle around inside a box the size of a hangar.

Moulded in light grey plastic there are a lot of very large parts and it soon becomes clear that this is a complex kit to build and it will not be quite forgiving to inexperienced modellers. The detail is basic but then the aircraft was basic and therefore is quite adequate for a model of this size and price. I must say that the engine mouldings are very nice and could be the basis for some super detailing especially as the side cowlings of the engine compartment can be removed. Unfortunately because of the fuselage strut design the side cowlings have to be modelled open or closed. On closer inspection it became clear that things were amiss with its dimensions.

Construction

On the instruction sheet the first job to do is to attach lengths of cotton to capstans inside the wings and fuselage for use later as the control surface cables. I chose not to do this but opted to represent these cables later by way of the addition of very fine gauge wire positioned into the holes provided in the kit.

Assembly of the cockpit and engine were the next areas to be worked on. The

cockpit is rather good with the pilot's seat sitting neatly into a frame which in turn is attached to a bulkhead. Throttle detail and frame detail are moulded into the side walls of the fuselage and perhaps would be better served if the modeller sanded them out and scratch built them instead. It is advisable to paint each cockpit component separately before assembly as each component is a different colour to its mates and it could save modellers getting tired and emotional later.

As I said earlier the engine is quite cute. A little basic, but it definitely has some potential for detailing. Made by joining two sub-assemblies; engine block and cylinder head I quickly sprayed the latter with Hols Matt Black and the former with Hols Nissan silver before joining the two forever.

As there is plenty of room to get the engine in at the front I joined the fuselage halves together minus the engine to simplify the process and so that I wouldn't have to worry about masking up the engine when painting the fuselage.

With the fuselage together I added the tailplane, a one piece affair, and sprayed the fuselage its blue and green colours (Tamiya Blue X-4 and a Tamiya mix of green). The fin and rudder moulded in one piece, were sprayed white separately from the model.

Whilst this was drying the two sets of wing halves along with the aerofoil wheel platform were glued together. I should say at this point that I used absolutely no filler on the model. Everything fitted together perfectly. All that was needed was a quick rub over with a fine grade of wet and dry to clean up any joints and that was it.

In the painting instructions you are advised that the underside of the wings' colour is light green and after some research I could not find any evidence of this on Fokker D.VIIs or indeed on other German aircraft of this period, so I opted for the more common light blue (a mix of Tamiya Light Blue, XF-23, 60% and white 40%).

Now then, the fun and games started! I

had never tried to put whole wing lozenge pattern decals on any kind of scale Great War aircraft, let alone one of this size. Could there be a chance for me to get them on correctly first time without making an awful mess, answer came there none, so I just dived in and Yes I made an awful mess of them. Ah well never mind. I did limit the damage to the decals as much as possible by firstly cutting them into sections and dealing with each one separately over a period of three or four days. Unfortunately these decals are (a) a bit on the thick side and will not settle down onto such an uneven surface as a fabric wing no matter how much Micro Sol you use and (b) are very brittle and will break up if you go at them for too long. In the end the only way I got the leading edge to stay down was to brush neat PVA glue onto both the wing and the decals and push down firmly with my fingers. This seems to work. If anyone has any advice on how to deal with lozenge decals please feel free to contact me through the magazine. There's got to be a quite simple way of doing it hasn't there? Once the lozenge pattern decals had been applied, little blue strips of decal, or should I say a multitude of little blue strips have to be applied to each wing rib. Why? I don't know but it does! (They simulate rib tapes. Ed) Then after all that the upper wings require a pair of enormous Balken Kreuz crosses. This is the first model that I have built when about 40% of the model is decal. After all the work on the wing decals (and several frenzied visits to the local) it was time for the mass assembly of the model. The bottom wings snapped neatly into place and didn't really need gluing. The engine slipped into its compartment and sat easily on its bearers. Once the glue had set the pre-painted front cowl and radiator was glued into place and were again a good fit.

It was in the undercarriage that I began to find minor inadequacies in the model. The undercarriage struts are underscale in thickness and this in turn makes the undercarriage very weak. Any knocks or

vibrations and the aircraft will rock from side to side violently. However this was helped by using fine gauge piano wire instead of cotton/sprue/fishing line to make the little external rigging on the undercarriage but it does not cure it so beware. Also if like myself you put the undercarriage on before the upper wing then you must support the model from the lower wings and the fuselage as any pressure on the undercarriage when fixing the upper wing in place results in the whole lot folding up!

The top wing was another big problem. The struts were underscale in thickness and were extremely weak and collapsed several times along with the undercarriage. My patience was starting to run out. The model had started out quite well but the results were nearing disaster. With the wings and undercarriage in place it was clear that this model was wrong in dimension in just about every way.

Accuracy

This is not an accurate kit! Just for starters the fuselage is too short. Not just a little but a lot. The wings are too thick and the whole model looks wrong, especially with the skinny struts which in turn make the model very weak and precarious.

Conclusion

The decals don't go on at all well and need great skill and agility. This kit is deceptive and lulls you into a false sense of security and makes up into an awful model! As far as incorrect dimensions go this could be understandable if the Fokker D.VII was rare aircraft or simply didn't exist today, but this is not so, so why not measure one!

Recommendation

I am afraid that I was disappointed with this kit, even more so as I had expressed a desire to build it to the editor. I did not really complete the model and therefore I am unable to recommend this kit to anyone.

Mitch Thompson



Mil Mi-26 'Halo'

TECHNICAL DATA

Manufacturer: AirCraft Models
Scale: 1/144th **Price:** £7.50 + 60p P&P (UK)
Type: Vacformed with white metal parts.
 Kit No. 412.
Parts: 28 white metal, 28 vacformed, 2 plastic tubes, 2 wires.
Decal Options: N/A
Importer: AirCraft Models, Stables House, High Street, Swineshead, Bedford, MK44 2AA

The Kit

The kit follows the general layout and construction of previous AirCraft kits. Surface detail is good, all panel lines are well developed. The white metal parts are very well made with excellent detail and little flash. The rotorhead is particularly good. Plastic rod is supplied for the extra undercarriage struts to be fashioned and there is a little piece of 0.5mm plastic card to make the small strakes on the top of the rotor pylon. Transparent acetate bulged cockpit

windows are also provided.

Construction

The kit comes with both a general vacformed modelling information sheet and an instruction sheet for the specific kit. The specific sheet leads you step by step through the assembly of the parts when they have been prepared as detailed in the general sheet. Generally the instructions are good but an extra

sketch or two, especially around the tail rotor would have been helpful. A nose weight is required to prevent tail sitting. The kit includes a simple jig to assist with the construction of the rather complicated eight bladed main rotor. A number of references are listed that will assist in the building of the model.

Colour Options & Decals

Three colour schemes are suggested. Two are for typical Russian colour schemes with light blue undersides and pale/medium grey topside camouflage. A white outlined red star is carried each

side of the fuselage and a yellow numeral on the forward fuselage. Both of these markings are readily available if not already in your spares box. The third scheme is for a machine used by the United Nations in Cambodia in 1992 and is white overall with black "United Nations" lettering, initials and numeral. Again these markings are simple and are readily available.

Conclusion

The actual aircraft itself being large gives quite a reasonable size model with 22cm rotor diameter. The excellent metal parts make this into a very reasonably priced kit. A few more pence for decals would have made the kit complete, but their absence in no way detracts from the kit.

Recommendation

There are not many helicopter kits in 1/144th scale so this is a worthwhile addition. My thanks to AirCraft Models.

Brian Thorne



Polikarpov R-1 (Airco DH9A)



TECHNICAL DATA

Manufacturer: Model Russia
Scale: 1/72nd **Price:** £4.75
Type: Injection Moulded Plastic
Parts: Plastic; 44
Decal Options: 4
Importer: Four Plus UK
 29 Westwood Gardens, Hadleigh, Benfleet, Essex, SS7 2SH
 Tel/Fax: 01702 559308

The Kit

What you have basically got here is a new kit of the Liberty engined Airco DH9A under its Russian designation, Polikarpov R1. The kit itself is free from flash, which is unusual in a kit from this nation and as usual it comes in an appallingly uninspiring box made of poor grade card and includes a decal sheet which looks nice but that is about all it does!

However that said you are talking about an injection moulded kit of the DH9A in 1/72nd scale for just £4.75, so who's complaining.

Construction

The first task is to knock back the very

over-the-top fabric effect on the mainplanes. This is more like saggy cloth than doped linen and I would advise you to remove all of it. The tailplanes and tail unit will also have to be dealt with in a similar fashion. The interior consists of a floor, pilot's seat and a neat little instrument panel. The gunner's seat is simply represented by a block on the floor so you may wish to work on this area.

The fit of all of the parts is very good and the lower wing can simply be snapped into position, no glue is required because the fit is just so tight. Before the struts and upper wing are added I masked off the cockpit area and sprayed the overall colour scheme. Once this was dry the wing was added along with all the detail parts such as the guns and wheels. Although the machine guns supplied in the kit are quite good I suspect that pewter examples from the Aeroclub range will be a lot better and for such a small additional outlay they will greatly improve the overall finish of the model.

Overall the kit required little or no filler and the ease of assembly was a refreshing change from many Russian kits I have made in the past. The type did have one saving grace though, no canopy and we all know what canopies on Russian kits can look like don't we!

Colour Options

Now here is the tricky bit. The kit does come with an instruction sheet and it is

true to say that it does include illustrations for four machines but I for one do not read Russian!

I opted for a reasonably safe approach and that was to apply a Dark Green on top and a pale cream to replicate doped linen underneath. The upper colour was in fact Russian Green from the old Humbrol Authentic range (now available as 108 in the standard range) and Revell 314 (Beige) for the underneath. The interior was also painted green with a natural wood instrument panel and silver instruments. All the struts and tail skid are also natural wood, the guns and scarf ring were gunmetal and the tyres were Tyre Black.

I suspect, and I say 'suspect', that the third option on the sheet is in an overall light grey scheme.

Once the main colours were dry the model was sprayed with Revell gloss varnish and the decals were applied.

Decals

Well you know what I have already said about the decals, they looked good. As usual the images were very fragile and many a happy hour was spent struggling with them and piecing them back together. I did use a decal setting solution but my nerves could not stand the idea of AERO Sol solvent, so I opted for a very small application of Micro Sol instead and this worked well.

Once the decals were on, well as on as they were ever likely to get, the entire model was sprayed with Revell matt varnish. Don't forget that all the wooden struts etc will be gloss varnished so you will have to do this last.

Decal Rating = 4/10

Conclusion

This is a nice, simple, neat kit and for the money it seems worth it. I know the



decals are a bit useless and the box does nothing for its selling potential but it is an Airco DH9A and I am sure that WWI and post-WWI modellers will just be thankful for that.

Recommendation

If you overlook the decals this kit is surprisingly easy to build and it reminds me of old Airfix kits of the 1970's. I am sure most modellers could make this kit

and for that reason I would recommend it to all. However you will have to know your topic and have a different source of decals to really make a go of it so it is a kit I can recommend to those

with an interest in the type and the knowledge to make it work.

My thanks to Four Plus UK for the review sample.

Richard A. Franks

Sukhoi Su-34/32 FN



TECHNICAL DATA

Manufacturer: Revell
Scale: 1/72nd **Price:** £9.95
Type: Injection Moulded Plastic
Parts: Plastic; 122, Clear; 6
Decal Options: 1
Importer: Revell (GB) Ltd.
C/O Binney & Smith Ltd.
Amphill Road, Bedford.
Tel: 01234 360201

The Kit

This is in fact the recent Italeri kit simply repacked by Revell. Being an Italeri kit you know that you are getting a good product which is well detailed and well engineered. All of the panel lines are finely engraved and the aircraft comes with a full weapons fit of ten missiles and four LGB's.

Construction

As I have already said this is an Italeri kit so you will appreciate that the model is relatively easy to construct. The cockpit interior consists of two, three-part ejection seats, control columns, instrument panel and the floor/bulkhead unit. The instrument panel features raised detail and although there is a decal included for it I opted to just dry brush the kit part. The first problem I experienced was in regard to the instructions and this was during Stage 4. In this stage the two fuselage halves are joined together and at no point is there any mention made of nose weight. I can assure you that this model will need some, so add as much as you can to the narrow nose area and then add a large weight immediately behind the nose wheel bay and this should do the trick. Also at

this stage the instructions totally omit part numbers 88 and 89. These are the interior bulkheads for each undercarriage bay and without them your model will be see-through at these points. If I remember correctly 88 is for the port side and 89 the starboard.

As usual with Su-27 series kits the ventral intake trunks are moulded separately and there is a bit of a step in their joints although nothing too serious. Leave the exhaust cans off in Stage 7 as you will have to use a piece of wire looped into each as a carrying frame when you paint the model. The undercarriage units are nicely made and all you have to do is flatten each tyre a bit. These assemblies, plus the doors, are left off until all the painting and decals are applied. My final tasks before painting were to add and mask the canopy and to place all the pylons for the weapons on the under surface of each wing.

After all the painting and decals had been applied the detail parts such as the undercarriage and weapons were added and then the entire model was toned down with an overall coat of Revell matt varnish.

Colour Options

There is only one option in this kit and that is for an aircraft operating from Novosibirsk in 1994. The colours given on the instructions are a 30/70% mix of Luftansa Blue and White for underneath and that colour plus a 60/40% mix of Luftansa Blue and Grey and a 40/20/40% mix of Grey, Luftansa Blue and White on top. The nose cone is white and there is an anti-dazzle panel in matt black on the

forward canopy frame and upper nose decking. All of the interior and wheel wells are supposed to be a very light green colour and the hubs of most Russian types are currently a bold green colour.

I opted to use the special Su-27 colours from the Xtracolor range and these are available as Medium Blue (X601), Pale Blue (X602) and Blue/Grey (X603). The interior was painted grey in my example. OK, so I could not be bothered with doing it pale green (Ugh!). The wheel hubs are Russian Wheel Hub Dark Green (X628), the tyres are Tyre Black (X505) and the exhaust cans were a mixture of gunmetal (X506) dry brushed with Oily Steel (X503) and Exhaust (X504). The nose cone was Revell gloss white as were the various panels on the wings etc. The tail and rudder tops were Slate Grey (Humbrol 27) and the anti-dazzle panel was matt black.

Decals

These are up to Revell's usual standard, love or loath them! Each image is thick and has a rather large amount of opaque carrier film around it. I am no fan of these decals and it is the one thing which makes or breaks a model. After removing as much carrier film as my nerves would stand they were applied with the aid of Micro Set and Aero Sol decal solutions. The location of each image is another point

on which the instructions fall short, as very few of the images on the decal sheet are located on the instructions and all I was left feeling after completing the task was frustrated! In future I hope that Revell will have better quality illustrations on their instruction sheets for kits from other sources, as these are very disappointing.

Decal Rating = 5/10

Conclusion

I like any of the Sukhoi Su-27 family and the addition of this type to my collection is a welcome one. The only down point about the kit is that this particular type has enlarged tail units and those in the kit are standard Su-27 types. Other than that the kit is basically accurate and it was quite enjoyable to make even considering the problems with the instructions.

Recommendations

The instructions certainly do not make for a very user friendly kit and those decals just leave me cold. On top of all this the kit is available from Italeri with good instructions and useable decals for just £6.99, so for my money I would go for the cheaper alternative.

I can recommend the kit to anyone as it is not difficult to make but when there is a £3.00 difference in price I cannot recommend buying this boxing.

Go for the cheaper alternative.

My thanks to Revell (GB) for the review sample.

Richard A. Franks



THANK YOU

Scale Aviation Modeller would like to extend our thanks to Revell (GB) for the generous supply of paints and accessories from their extensive range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to Humbrol Ltd for the generous supply of acrylic paints and brushes from their extensive range for use by the editorial team.

Accessories

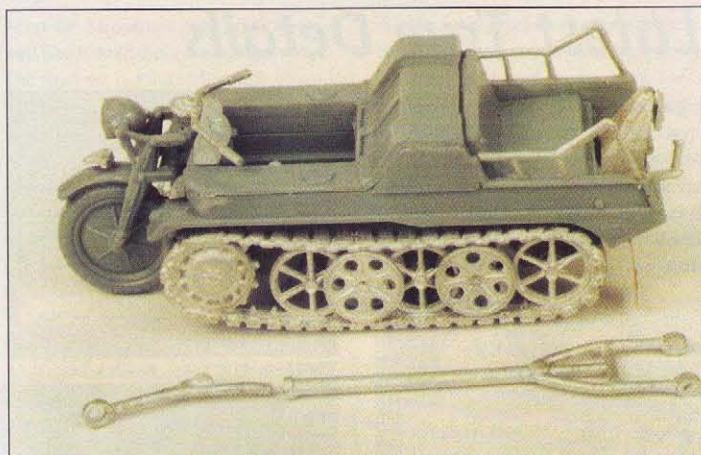
Knights Cross First Release

This may be a new range to most of you but the source will be more familiar as this is a production from Scale Model Accessories. The new series is given a new name as it will represent limited-run kits which utilise injection moulded plastic and pewter instead of the usual resin and metal we have all become accustomed to in the SMA range.

The first issue in this range is the Kettenkrad in 1/48th scale and this comes with the special towbar for the nose leg of the Messerschmitt Me 262. The main parts of this tracked vehicle are in a softish grey plastic and the injection style and material will be familiar to many of you. The detailed parts including the entire tracked areas

are all well cast in pewter. The production of this kit is limited to just 1,000 copies and each model comes with a certificate of authenticity which is signed and numbered.

Construction of the model is relatively simple and the exploded diagram instruction sheet should not leave anyone wondering where certain parts are supposed to go. There are a few sink marks on the steering yoke crown although these will be covered by the leading link front fork assemblies. In all there are 11 plastic and 23 pewter parts and with a retail price of £12.95 this seems quite reasonable. The limited nature of the product will mean that the collectors will be after them so I



The completed model before painting gives you a good idea of how it is built up from the plastic and pewter parts

would advise you to get an example as soon as you can.

My thanks to SMA for the review

sample if you are interested in an example give them a ring on 0181 292 5485.

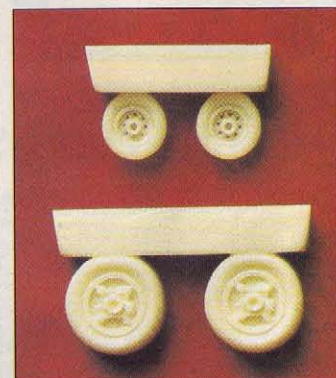
More Excellence from Paragon

It has been just a year since Neil Burkill launched his Paragon range at the Southern Expo (See Vol 1 Iss 6 Page 314 - 317) and this year's show saw him extending the range further. One of the most exciting new products was a massive B-50 conversion for the Monogram B-29 in 1/48th scale, but more on that next month.

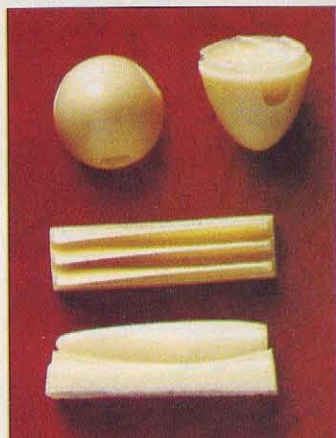
The sets that I received at the show other than that beautiful B-50 were a mixture of four in 1/48th scale and one in 1/72nd. Looking at the smaller offering first this is set number 7207 and it is an SP-29 conversion based on the B-29. The set comprises six beautifully cast resin components and they can be used on any B-29 kit although I suspect most will pump for the

which is slung under the fuselage. This boat has a large stabilising fin and this is supplied as a separate casting in this set. There is a new AN/APQ-13 radome just forward of the lifeboat and there is an additional DF loop on the upper spine of the fuselage. The final resin parts are the two flare dispensers which are fitted to the underneath of the outer wing surfaces. This is a most impressive conversion and especially so when you also consider that it is available

DH Mosquito. The blades are all cast in resin and this will be far easier to deal with than the metal ones offered in the TR.33 conversion (so speaks the bitter voice of experience!). The final offering in this selection is set 48107 and this is all the flaps and slats for the S-3 Viking. Designed for use on the AMT/ERTL kit the set will certainly add a lot to the kit as I have seen many built and I always felt that the aircraft was not 'busy' enough. With these and the wheels and the

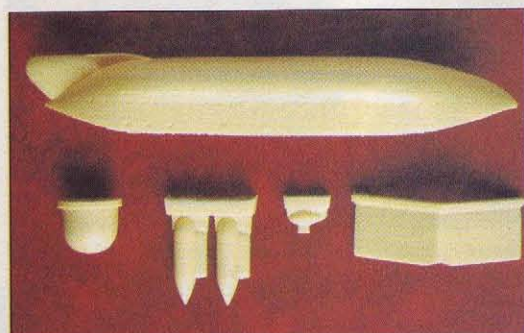


A nice set of bulged wheels for the S-3 Viking are offered in set 4853



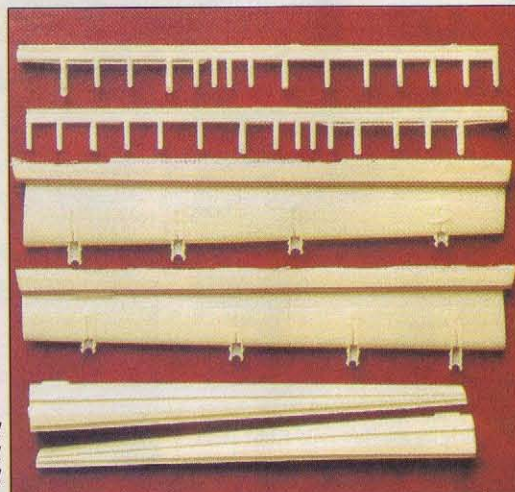
Being a Mosquito fan a set of narrow blade propellers like this will be very useful

Academy version. The main change to the standard B-29 is of course the addition of the EDO A-3 lifeboat



Convert your B-29 into the rescue SB-29 variant in either 1/72nd or 1/48th scale with the new sets from Paragon. This is the 1/48th scale set

Coupled with the bulged wheels and the soon to be issued wing fold, this set of flaps and slats for the S-3 Viking will certainly make for a very impressive model



in 1/48th scale (4859).

Having already mentioned the first 1/48th scale offering, namely the SB-29 conversion, I will not dwell on it as it is exactly the same as the 1/72nd scale version. Moving on therefore set number 4853 is a neat little set of bulged wheels for the S-3 Viking. Each wheel is nicely cast and devoid of tread pattern. Set 4869 offers you a set of narrow bladed propellers for the

proposed wing folds which are due before much longer I suspect a most impressively busy model will be possible.

All of the above products can be heartily recommended and I would advise people looking at conversions for the first time to give the Paragon range serious consideration, as they are all very well made and they cause little trouble in their execution.

The prices for the sets reviewed above are as follows;

7207	£9.99
4859	£17.99
4853	£3.30
4869	£3.99
48107	£14.75

My thanks to Paragon for the review samples.

Latest True Details

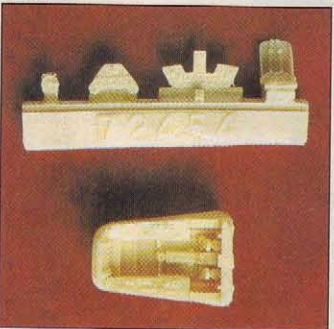
It has been a while since I last looked at products from this range and in this time they have been rather busy. I am glad to say that all of the more recent sets have made their way to the editorial office, so I will now get to the nitty-gritty of dealing with each in turn.



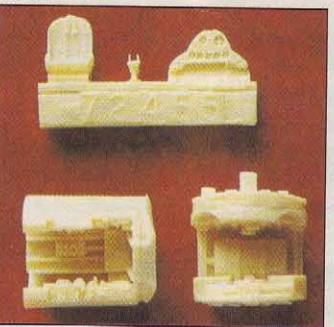
72039



72040



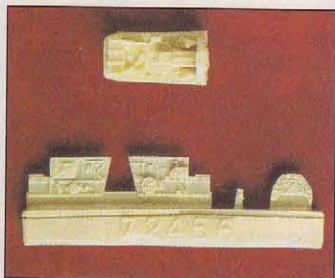
72454



72455

Starting in 1/72nd scale I will begin with the new sets of 'weighted' wheels. There are just two sets, the first is 72039 and this is for the Kawasaki Ki-61 Hien (Tony). Each tiny wheel has no tread pattern and they will be applicable to all Ki-61 kits. The other set is for the Supermarine Spitfire Mk XIV and later. The four spoke hub and smooth tread tries are depicted in this set and with the Academy kit already having 'weighted' wheels which are also splined onto the oleo leg I suspect that these will be of use as 'stock' items to many Spitfire nuts out there.

A nice addition to the 1/72nd scale detail ranges is set 72411 as this offers you four new seats complete with seat



72456



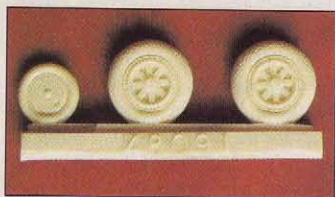
72458



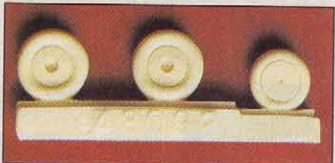
72411

belts which are suitable for WWII era USN aircraft types. Each are very well cast, with no surface imperfections and excellently thin sides etc.

Recently True Details moved into the cockpit detail side of the industry and



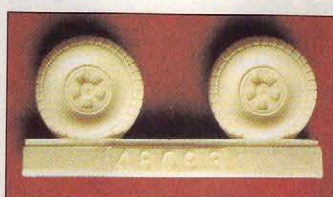
48091



48092

they have released five new sets for 1/72nd scale aircraft types. First is set 72454 and this is for the Focke-Wulf Fw 190A-D series. It is recommended for the Hasegawa kit and the set comprises

five resin pieces. The main part is the fully detailed cockpit tub area and into this will go a new instrument panel and seat. The seat has the belts moulded onto

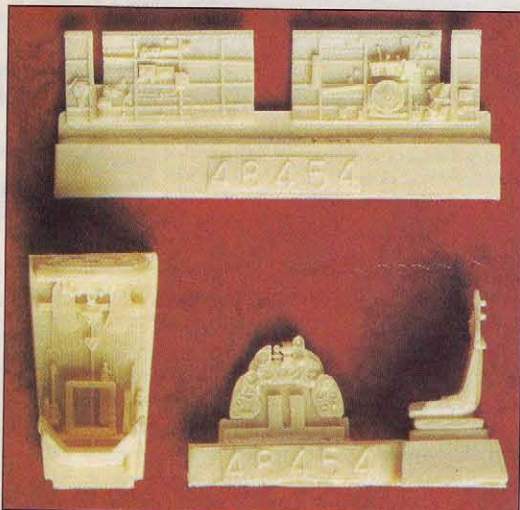


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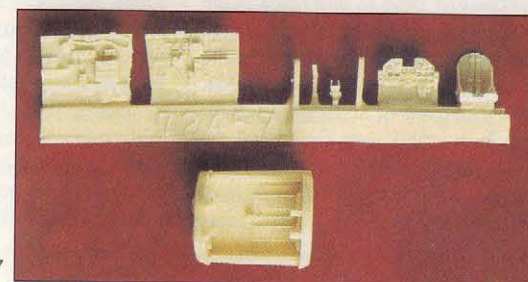


48094

it and the only other component is the canopy crank handle on the cockpit sidewall. Next comes set 72455 and this is for the Grumman F4F Wildcat.



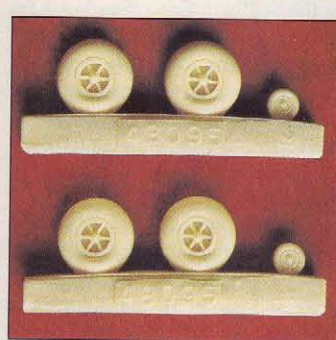
48454



72457

Designed once again for the Hasegawa kit the set comprises five resin parts. A amazingly detailed tub for the cockpit area defies all laws in regard to casting as it is so deep yet still full of cast detail. The neat seat once again has the belts moulded onto it and the instrument panel has all the dial faces recessed so these can be glazed with Krysal Klear once painted. In this scale the gunsight is tiny and the other component in the set is the forward undercarriage well area. This again is very deep and nicely detailed.

Moving along we come to set 72456 which is for the Messerschmitt Bf 109F,G or K series machines and the set is designed for the Hasegawa kits.



48095

Comprising five pieces there is a new cockpit tub complete with moulded seat and harness, sidewalls, instrument panel and a tiny little Revi gunsight. We change sides with the next set as it is for the P-47D-M Thunderbolt. Numbered 72457, this set comprises seven resin



48455

parts and it is meant for the Hasegawa kit. As usual you get a resin cockpit tub and the size and uncluttered interior of the moulding reflects the real thing very well indeed. To this are added the cockpit sidewalls, a new instrument panel and a seat complete with harness. The block on which the parts are moulded has neat little upstands of resin to protect the most fragile parts on it, namely the control column and the gunsight. The final set in this scale is 72458 and this is for the Hasegawa P-40E-N series of kits. Eight resin parts go to make up this set and the usual cockpit tub, sidewalls, seat and harness, control column and gunsight make up a very effective little package. Of note is the fact that both styles of instrument panel are included, the E - M version and the unique N series varieties, which is a good idea.

I feel with all of the above sets that good painting and dry brushing will really make the interior of your models come to life with these sets and you

should also consider a new vac-formed canopy to replace the kit example and these can be obtained in the Falcon or Squadron range.

Moving on to 1/48th scale now I will start with the tyre sets. First is set number 48091 and this is for the F-7F Tigercat. The set comprises new main and nose wheels. The main wheels are diamond treaded whilst the nose wheel is plain. The hub detail on the main wheels is superb and the set is designed for the new AMT kit. Set 48092 is for the late style of wheels fitted to the P-39 and it comprises the main and nose wheels. The main wheels have a radial tread whilst the nose wheel is plain. Going up a size, the next set is for the Mosquito. Set number 48093 gives you both main wheels with the early style five spoke hub. The tyres themselves are the block tread pattern. A bit before its time is set 48094 as it offers new wheels for the Il-2 Stormovik before such a kit is available in this scale. I suspect that they were designed for the long awaited

Accurate Miniatures kits, so you may well like to hold them in stock as it were. The final set is for another new kit and this is a full set of wheels for the beaching gear on the PBY-5 Catalina. With this kit just out in the USA and due any time now in the UK under the Revell label I suspect that many of you will be displaying the completed model on the beaching gear and this new set will certainly come in handy.

Moving on to the cockpit detail sets in this scale the first is 48454 and it is designed for the Macchi C202/205 series available from Hasegawa. The set comprises five pieces and these are a new cockpit floor complete with rear armour plate and forward bulkhead, sidewalls, seat completed with harness and a new instrument panel. The detail on the parts is very impressive and the finesse of casting makes this a real must for anyone considering the Hasegawa kits. The final set in this series is number 48455 and it is for the P-38 Lightning. Designed for the Academy-Minicraft P-

38J, the set comprises seven resin parts. You get a new cockpit floor, sidewalls, rear bulkhead and radio rack, seat complete with harness and both instrument panels. I must say that this set offers very little more than is already in the kit and as far as the seat goes the moulded belts are all very well and good until you consider the fact that the seat has a cushion in it and this has not been moulded on the resin seat?

Overall I think that all of the True Details range are well worth considering. The prices for the sets reviewed above are as follows:

72039	£2.50	72040	£2.95
72411	£3.95	72454	£3.95
72455	£4.50	72456	£3.95
72457	£4.50	72458	£4.50
48091	£3.50	48092	£2.50
48093	£3.95	48094	£2.50
48095	£4.95	48454	£5.95
48455	£5.95		

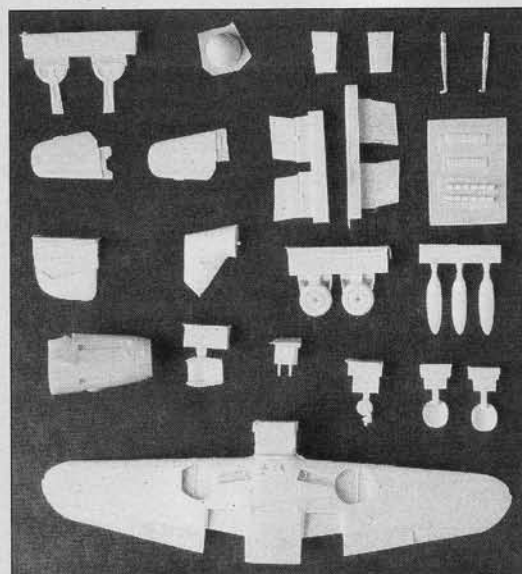
My thanks to Pocketbond (UK) for the review samples.

Messerschmitt Make-Overs by Hawkeye Designs

When I first read details of this set a while ago I initially thought that it was designed for the Italeri kit, as this had a few problems. However on receiving the review sample I was a bit astounded to read the instructions and find it was for the Hasegawa kits.

To say that this set is a correction set is an understatement as all that will be left of the original kit is a section of the fuselage from the bulkhead in front of the cockpit to the frame just forward of the tail, all the rest is history! The real way to consider this kit is as a superdetail set as it comprises of 29 resin and two pewter parts. The quality of the resin casting is, in a word, SUPERB. Only the merest amount of cleaning up is required for each part and the lightly engraved surface detail is far better than any production kit can offer. As I sat and studied the parts my mind wandered to the thought of removing those delicate parts from the resin blocks with a razor saw, I did not relish the thought.

As I said all you have of the original kit is a section of the fuselage and to this is added a new nose and tail. The rudder assembly and tailplanes are separate items and you get an entirely new wing. This wing comes with the radiator split flap separate and the inboard flaps moulded in the dropped position. The main bodies of the wing radiators are also separate and the matrix visible from the rear is another component. To assemble all this will be quite complex and many dry run assemblies of the parts will be advisable. Having got all this sorted you can move on to the detail



The quality and detail offered in the Bf 109G super detail set is apparent here

The later, Bf 110G is a good basic kit but this set will add so much more to its interior

parts. There is a neat new tailwheel assembly, new spinner and propeller blades, undercarriage doors and some of the neatest little main wheels I have come across. Take a good look at the hub detail and then remember this is 1/72nd scale. With the new undercarriage bits and pieces it will come as no surprise to find that each oleo leg is new also and for the sake of rigidity (think about the weight of all that new resin) they are cast in pewter.

For quality and production you cannot knock this set and although you

will have little left of your Hasegawa kit you certainly will have one hell of a Bf 109G. I am glad to say with all the fragile components in this set the manufacturer has seen fit to package the set in a strong box and only a small number of the parts are packaged together in small re-sealable plastic bags with lots of bubble-wrap to protect it all.

This is a superb product from Hawkeye Designs and my thanks to them and their UK importer, Avia Imports, for the review sample. Check Avia's advert for price and availability

of this set.

Following in the Messerschmitt vein the other set we received from this company is for the Italeri Bf 110G in 1/72nd scale. Consisting of 19 resin and 15 etched brass parts the set also comes with a length of brass rod.

Your first job with this set will be to remove all the tabs and thin down the sidewalls of the cockpit area in the Italeri kit. The manufacturer does point out that you are about to stuff a very small area full of resin and he strongly advises you to assemble the interior with PVA glue

first and once satisfied, disassemble and then paint, dry brush and finally reassemble with superglue. This is sound advice believe me for the cockpit area will receive all the parts in this set. You have a new floor, roll-bar bulkhead, radio bulkhead and rear bulkhead. To this are added forward and rear sidewalls to each side and then a new instrument panel, control column and seat can be fixed in place. The tiniest Revi gunsight I have ever seen comes next and adding clear lenses from plastic card will add a new dimension to modelling madness!

New rudder pedals come on the etched brass fret and here you will notice a difference as these are produced Foto-Cut style in so much as there is no fret, all of the parts are attached to a backing material and they can either be carefully peeled off or dipped in lacquer thinners which will release them. In the rear cockpit area there is a neat little gunner's cage seat assembly completed with moulded seat belts, an ammo chute for the twin MG 81Z machine gun and the guns themselves. What's the bit of wire for I hear you ask, well this is cut to

length and used to simulate the mainspar which runs across the rear section of the cockpit just below the gunner's seat.

The final task would be the seat belts for the pilot's seat and I say 'would be' here as all you get are the various buckles etc for each belts. All the rest you have to make up from scratch and in this scale I for one will be reaching for an easier option, just to reduce my need for valium you understand!

This is another superb product from Hawkeye and with a few (OK, a lot) of the Italeri kits in my collection, one that

I will utilise with pleasure. If you do use this set do not forget to get the correct canopy from the Falcon 'Clear-Vax' range as the example in the kit is incorrect and it would be a shame to add all this inside and then fit not only a thick but inaccurate injection-moulded canopy over it.

If you like the subject matter and want to make a real looker, then this set is for you. My thanks to Hawkeye and Avia Imports for the review sample. This set costs £12.95 and you should check Avia's advert for availability.

Aircraft Model Stands

Now here's a novel idea, hands up all of you who can remember kits which included a display stand. I for one can remember the little multi-pose stands in Matchbox kits, but I am too young (Pull the other one!) to recall those in FROG kits which could be mounted onto the wall.

One of the newest names and products in the hobby is SA Miniatures and their range of metal stands for aircraft models. Each stand is cast in metal and is available in a black painted or bare polished finish. The polished version only applies to the upright section of the stand as this is pewter. The stand is drilled for lightness and the top

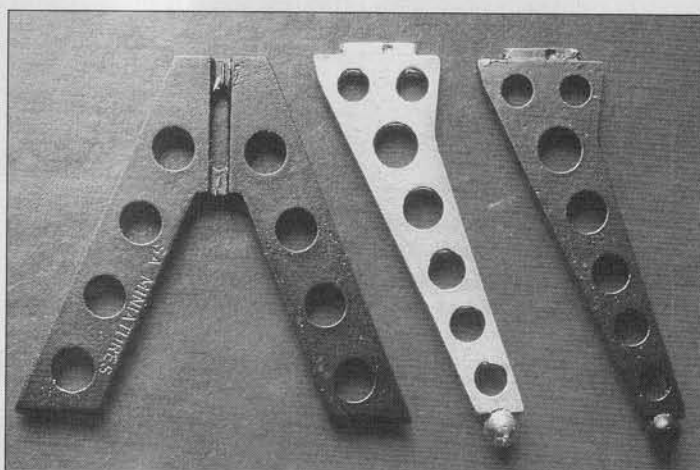
of it has a 5mm ball moulded onto it and this is superglued into the under surface of your model. The dimensions of this stand mean that it is only suitable for certain sizes of aircraft models and these are as follows;

Two or four engine = 1/144th
Single or twin engine = 1/72nd
Single engine only = 1/48th

If you are interested in having one of these stands contact SA Miniatures at:

29 Southlands, Chineham,
Basingstoke, Hants. RG24 8XN

Each stand costs £2.00 plus £0.60 P&P. Please state whether you require

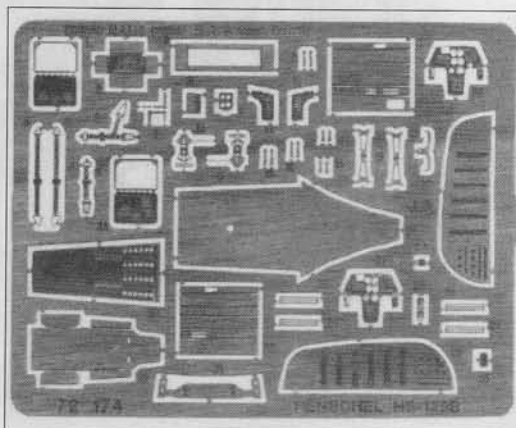


The neat little model stand from SA Miniatures is available in painted or unpainted forms. The different stems with the common base are shown here the painted or polished finish when ordering.

New Etching from Eduard

Eduard is certainly a company with big plans and I am amazed by the sheer volume of excellent etched sets this company produces. Some of the more recent sets were recently passed to me by Four Plus UK for review and of the ten sets there are five in 1/72nd scale, four in 1/48th and one in 1/32nd.

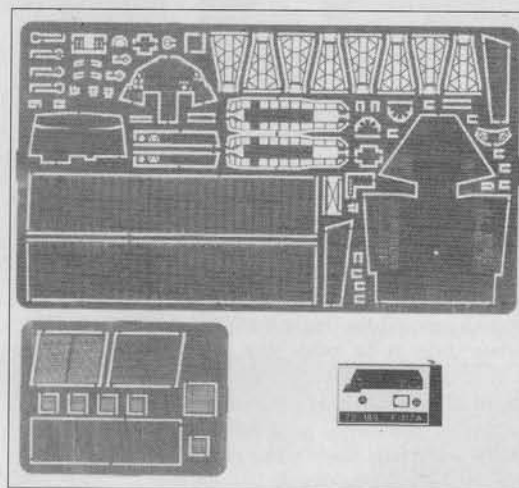
I will begin with the 1/72nd scale versions. First is set number 72174 and this is for the new Henschel Hs 129 offered by Italeri. The single fret is 55mm x 75mm and it comes with the usual acetate instrument panel backing. The fret consists of forty-six pieces and these detail the cockpit interior, with a new floor, side consoles, instrument panel and seat. The seat also has belts to be added to it although I do not think that the complex shape of the armoured seat in the Hs 129 is well portrayed by this set. On the exterior of the model there are new blanking inserts for the undercarriage areas, compression links for each oleo leg, a new muzzle for the Pak 45 cannon and grills for each radiator. The set also contains the instrument panels which are fitted to



Set 72-174 is for the new Hs 129 from Italeri

the inside edge of each engine nacelle and if you really want to go to town the set even has the access door and the radio so you can open the bay up on either side of the fuselage.

Having already looked at the new 1/48th scale detail set for the F-117A last month (See Vol 2 Iss 4 Page 206) it comes as no surprise to find a 1/72nd scale version of the set. Designed for the Academy kit this set, number 72-189, comprises two frets

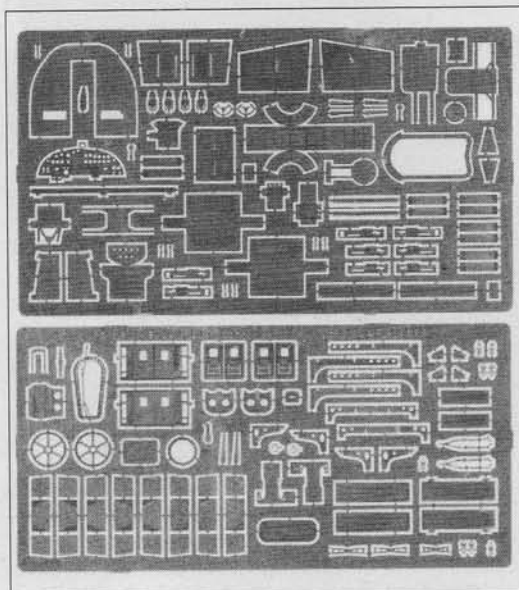


More stealthy details for your academy F-117A are offered on set 72-189

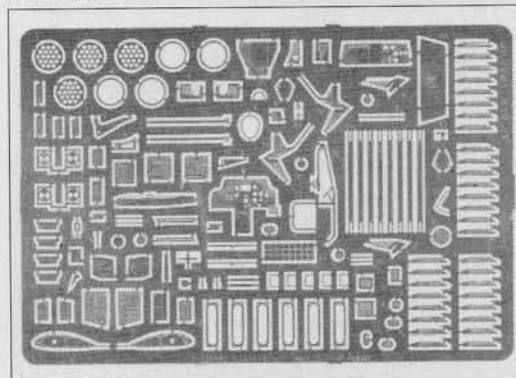
and an acetate film. The frets consist of seventy-three pieces in total and the areas coming in for attention are the cockpit, undercarriage and bomb bay. For the cockpit you get lots of details for the ejection seat, a new instrument panel and upper decking, new side consoles, rudder pedals and a HUD. The nose undercarriage area gets a new roof and the bomb bay has all the dividers and weapons trapezes added. The final details include all the matrix

grills on the exterior of the aircraft and the intake covers.

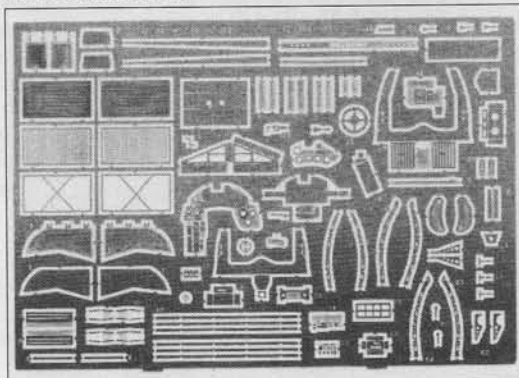
Next we move on to the B-24J Liberator with set number 72-191. This set comprises two big, 70mm x 120mm frets and an acetate film. The frets contain one hundred and thirty pieces. The set is designed for the Academy-Minicraft kit and the first area to receive attention is the cockpit. Here you get a new instrument panel, sidewall detail, rudder pedals and



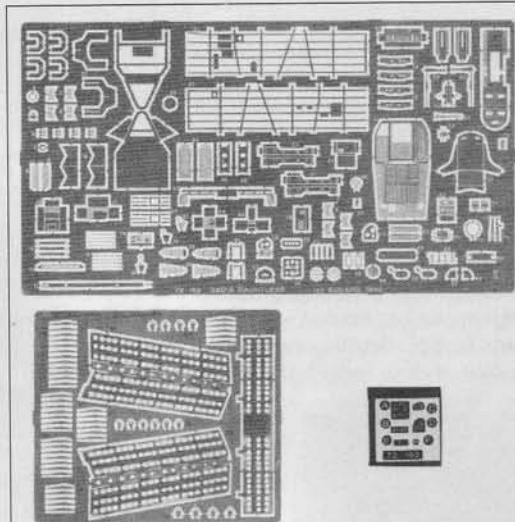
A very comprehensive set is offered for the B-24J Liberator in set 72-191



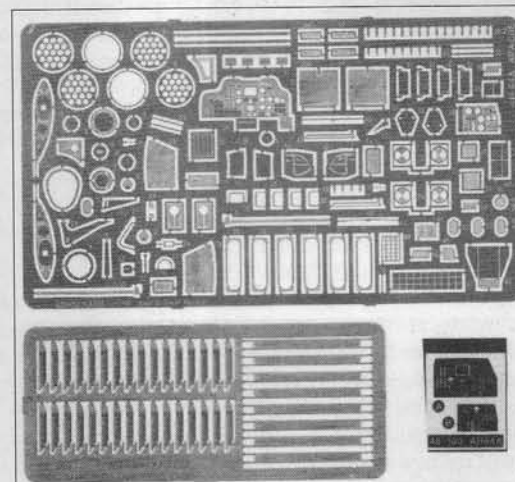
The 1/72nd scale AH-64 Apache from Academy is dealt with on sheet 72-198



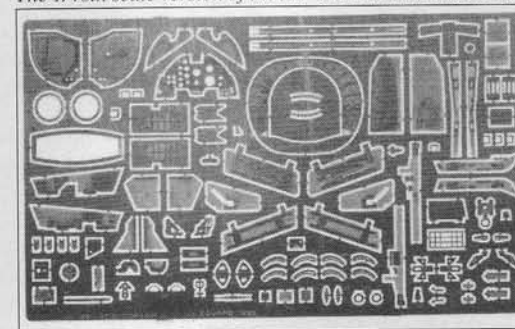
Hasegawa's Machi C.202 is a very popular kit and this set, number 48-163, will add quite a bit to it



The Dauntless is a popular type of late in both 1/48th and 1/72nd scale. This set, number 72-192, deals with the 1/72nd scale SBD-3 version from Hasegawa



The 1/48th scale version of the AH-64 is covered on 48-160



The Corsair II is a very striking machine and this new set (48-165) will add quite a bit to the Hasegawa kit

kick-plates, navigator's seat and table and throttle box. In the main fuselage you get armour screens for the waist guns, new machine guns and ammo belts, lots of detail for the exterior of the Sperry turret, compression links for the main oleos and nose leg. The nose wheel has the mudguard moulded with it and this set allows you to remove it and replace it with a far more convincing brass one. Each wheel well gets a lot of internal ribbing and there are new nose wheel doors and complete sets of separate

engine cooling gills.

It is no surprise to find that the next set is for the new 1/72nd scale Dauntless from Hasegawa. Numbered 72-192 the set comprises a 70mm x 120mm and 55mm x 65mm frets and an acetate film. The frets contain no less than one hundred and eighty-two pieces. The instructions come on two sheets of A4 paper, so you know this is a comprehensive set. There are new instrument panel faces, rear compartment floor, rudder pedals, radio rack and radios, armour

bulkhead, pilot's seat and harness, sidewall frames, rear turret ring, gunner's lap-straps and armour plate. Externally there are new undercarriage doors, a centre-line bomb well roof, bomb racks for each wing and new fins for all the bombs. Your final details include a matrix for the oil cooler, canopy frame detail, arrestor hook hoop and as if your sanity is not already ebbing away at this point, a complete set of separate flaps/diver brakes. The complexity of these last items coupled with the

scale just makes the mind boggle. Just think what David Batt had to contend with in 1/48th scale (See Vol 2 Iss 3 Page 176 - 179) and then consider it in 1/72nd! This is not a set for the faint hearted or those without a very steady hand.

The final offering in this scale is set number 72-198 and this is for the Academy-Minicraft AH-64 Apache. The set comprises one 70mm x 100mm fret and an acetate film. The fret contains one hundred and thirty-five pieces. Detailing starts with new instrument panels and decking for each cockpit station. The canopy gets some detailing including a new windscreen wiper and the tail wheel gets a new compression link. There are various panels, screens, grills and handles to be fitted to the exterior of the model and the remainder of the parts are used to detail the Chaff dispenser, add the formation lights and all the detail around each engine unit and finally to add detail to the cannon and new fronts and backs to the rocket launchers and fins to the missiles. Although Fred Tooke had reservations about the dimensions of the Academy kit (See Vol 2 Iss 3 Page 140) the set is still worth considering if you have the model in your 'pending' pile.

Moving into 1/48th scale now there are four sets to review and the first is number 48-160. This set is for the Academy-Minicraft AH-64 Apache kit and it comprises one 70mm x 120mm and one 35mm x 85mm frets plus the usual acetate film. There are one hundred and seventy pieces between the two frets and the detail covered in the set is identical to the 1/72nd scale set reviewed earlier.

Following on from my review of the Macchi C.202 flaps (See Vol 2 Iss 4 Page 206) the next set is also for this kit. Numbered 48-163 the set consists of one 70mm x 100mm fret and an acetate film. There are ninety-two parts on the fret and the details consist of a new rudder pedal area for the cockpit floor, new instrument panels and sidewall detail. Externally there are a new set of matrix for the radiators, new mirror for the canopy, compression links for each oleo leg, oil cooler details, new undercarriage doors and wheel well ribs and various external panels and inspection plates.

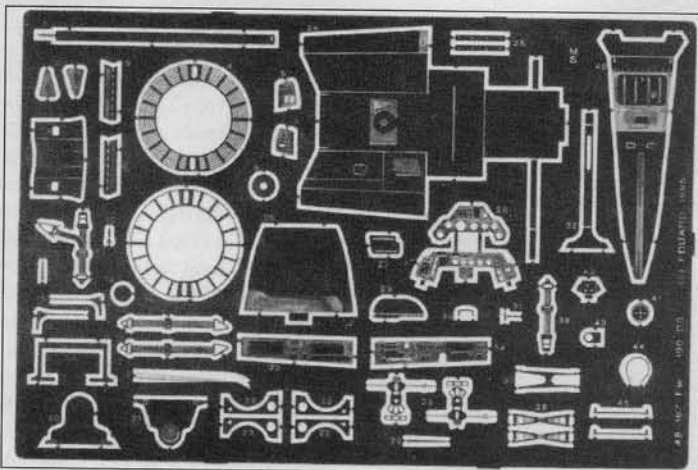
Staying with a WWII subject we move on to the next set which is number 48-167 and it is for the Focke-Wulf Fw 190D-9 offered by Tamiya. The set comprises just one 70mm x 110mm fret and an acetate film. There are only fifty-two pieces in the set and this is not surprising when you consider just how good the Tamiya kit is. Detailing starts with a completely

Accessories

new cockpit floor and side console unit and this is a part I personally would not use in preference to the kit version. However the new instrument panel will look very good as will the new head armour and upper fuselage decking. There is a new set of belts for the seat and the flash guard for the exhaust. There are new compression links for the tail and main wheels units as well as some additional ribs for the main undercarriage bays. The radiator gets two new matrix units and the drop tank gets its support strop. The final

pieces and the upper and lower wing air brakes can be positioned open. The final details include various blade aeriels, new wheel centres, missile rail detail and a muzzle for the cannon.

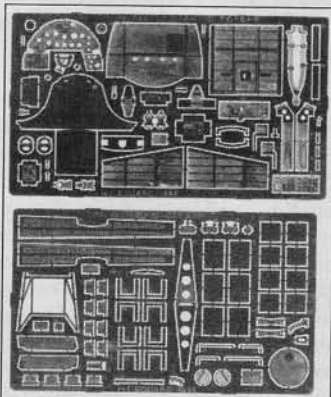
The final set in this review is in 1/32nd scale and it is for the F4U-1D Corsair available from Revell. Being a big scale kit it will come as no surprise to find that this is a twin fret set. Both frets are 70mm x 110mm and they contain one hundred and twelve parts in total. Detailing starts in the cockpit with a revised floor, new



There is not much more you can add to the Tamiya Fw 190D-9, although this set (48-167) reckoned it can

details are the FuG 16ZY Blade antenna and DF loop.

The final 1/48th scale set is for the Hasegawa A-7E Corsair II. This set consists of one 70mm x 125mm fret and an acetate film. There are one



The only 1/32nd scale offering this month is set 32-021 which is for the F4U-1D Corsair from Revell

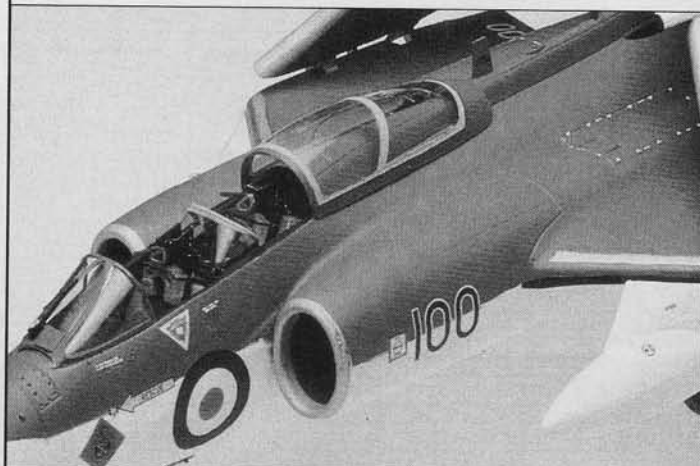
hundred and fourteen parts in the set and the areas coming in for detail include the cockpit with new sidewalls, instrument panel, HUD and seat details. The canopy gets rear view mirrors and a new internal framework and there are lots of new faces for all the units in the avionics bays. The undercarriage bays get new forward and aft bulkheads as well as roofs and new doors. The undercarriage units are detailed with numerous bits and

instrument panel, seat and harness, sidewall details and side console units. The oil coolers get new matrix assemblies and the cowlings get a complete new set of cooling gills. There are new tail wheel doors and trim tab actuator arms on each tailplane. The undercarriage legs get new compression links as does the tail wheel. The final details include panels in the upper/forward fuselage decking and additional instrument panels above the main one either side of the gun sight.

Overall I feel that all of these sets will add a little extra to the kits and it is up to you whether you utilise all the parts on each fret. It is true to say that Eduard offer the most extensive range of etched brass although I do wonder some times if all the items they include are really best attempted in brass, as it is so two-dimensional. However that aside I can recommend all of the above kits to the more experienced modellers with only the proviso that they will try your patience to the limit as well as your dexterity with the tweezers.

All of the Eduard range is stocked by H.G Hannant Ltd and Four Plus UK and the review samples were supplied by Four Plus to whom our thanks must go. If you want to know more about the Eduard range why not give Stan a ring at Four Plus on 01702 559308.

Gotcha!



OK time to 'fess up. How many of you have now got a Hawker Siddeley Buccaneer S2 with the canopy on the wrong way? As many of you pointed out to me at the Expo, the Buccaneer has a sliding, not hinged, canopy.

Well my motivation for this little ruse was the fact that many contributors felt it was not right to let an April edition pass without some form of joke within it. I can tell you the Buccaneer was tame in comparison to the complexity of some of the other ideas that were voiced!

So a Golden Glue Brush to all those who spotted the mistake, and profuse apologies to all those who didn't and who have now got to go and make drastic amendments to their kits, and to Airfix for choosing their product as the basis for the joke.

Editor

New Features

In the future, Scale Aviation Modeller will be introducing some new features and we would like to get your contributions to them started now. The features will include...

...Doctor Kit...

The problem page for modellers. If you have a problem or question you would like to ask about any part of our hobby, then why not ask Dr Kit. If the editorial team cannot help we will throw it open to our readers.

Send all your questions to the editorial address clearly marked "Dr Kit".

...Readers' Gallery...

It is apparent that many of our readers want to show off their handiwork and we have therefore decided to run a Readers' Gallery from time to time.

Send your pictures, slides etc to the editorial address clearly marked "Gallery". Please include a brief description of the model and how you made it. If you want the picture back do not forget to enclose a stamped self addressed envelope.

...Calling All Model Clubs!

If you are a member of a model club or you would like to converse with other clubs, or just get a group of like minded people together to form a club then why not write to us. We want to contact all model clubs in the UK and abroad and promote modelling.

This page will appear regularly and should contain names and addresses of clubs and groups with an aviation modelling element, plus news, events, meetings and special events connected with the hobby. We want to hear from everyone, this page is your forum to the modelling world so use it.

All letters etc should be sent to the editorial address and be clearly marked "CAMC".

Editor

Decals

Pegasus Selection

Following on from the first two sheets of lozenge fabric (See Vol 1 Iss 5 P231 and Vol 2 Iss 2 P83) Pegasus have now issued the final sheet in the series, the Imperial German Naval lozenge in 1/72nd scale.

In early 1916 the German Naval Service realised that some form of effective camouflage was necessary. Unlike the Air Force's schemes the Navy decided on a simpler three colour scheme. Initially this was a combination of Light Grey Blue, Light Blue and Mid Blue and this is often referred to as the 'blue scheme'. Later a combination of Deep Blue, Purple and Brown was used and this is known as the 'brown scheme'. Application of the lozenge on naval machines was restricted to the upper surfaces only. The rest of the machine, bar the underneath of the tail and wings, was painted Light Grey Blue and the tail and wings were left as doped fabric.



The three colour naval lozenge is well produced in both the 'blue' and 'brown' schemes in this latest sheet from Pegasus

The new sheet from Pegasus was developed from reference material supplied by Ray Rimmel of Albatros Publications and from this accurate representation of the hexagons has been achieved to six decimal

places with the use of CAD (Computer Assisted Design). What you actually get for your money is a 145mm x 220mm sheet containing four stripes each of the 'blue' and 'brown' scheme lozenge fabric in 20mm x 130mm lengths.

Overall this is another excellent product which fully meets the standard we have come to expect. The sheet costs £4.99 including P&P direct from the manufacturer.

The other sheet recently offered by Pegasus is for the national insignia of Belgium. The 145mm x 220mm sheet contains both roundels and fin flashes in the black, yellow, red national colours and there is a choice of five sizes in the roundels and three different widths for the fin flashes. In all there are over 80 roundels and 120mm lengths of each fin flash styles so you are getting a lot for your money.

Once again this is another fine product from Pegasus and at just £3.50 a sheet they are well worth having.

My thanks to Pegasus for the review



If you have some Belgium subjects to make in 1/72nd scale this new sheet of national markings from Pegasus will be of great help

samples. Due soon from them will be 1/48th scale versions of the latest lozenge fabrics.

Latest from Cutting Edge

Following on from my review of their last selection of decal sheets (See Vol 1 Iss 11 Page 621-2) this American firm has recently issued a nice new batch. Some of the most recent of these come complete with lithographically produced full-colour instructions.

In all there are nine sheets and they are in 1/72nd, 1/48th and 1/32nd scales. I will start with those offered in 1/72nd scale. The first sheet is numbered 72002 and it is for the MiG-29 Fulcrum. The sheet offers you schemes for four machines and these are;

- 1. 1st PLM 'Warszawa' Polish Air Force, Minsk-Mazowiecki, Poland, 1990. This machine is in a three tone scheme and it carries mermaid artwork on the nose.
- 2. 28 Sqn, Indian Air Force, Air Combat Manoeuvring (ACM) Schemes, 1991. This machine carries red, white and yellow stripes across each tail unit and these are supplied as



Some very attractive and colourful options for the Fulcrum are also offered on sheet 72003

decals.

- 3. A companion to option 3, this machine is also from the same squadron but its tail is split into yellow and red with a black line at the base.
- 4. Islamic Republic of Iran Air Force, Teheran area, circa 1990. This machine is in a two tone blue/grey scheme and it was supplied directly from the USSR so it carries the "odd Rod" antennas forward of the cockpit and under the nose.

This is an excellent sheet and one which will certainly brighten up many a 1/72nd scale Fulcrum kit.

Next comes sheet number 72003 and this is for the MiG-29 also. There are five options on this sheet and they are;

- 1. Soviet Air Force, Guards Aviapolk Kubinka, Russia, 1989. This machine is in the standard two colour Russian scheme and it is coded 'Blue 44'.
- 2. Bulgarian Air Force, 1990. This machine is in the same scheme as option 1 although it

carries the Bulgarian national insignia on the tail outer surfaces and upper wings and is coded 'White 20' on the intake trunks.

- 3. Cuban Air force, San Antonio del los Baños, 1992. This machine is once again in the same scheme as options 1 & 2 although the national insignia for Cuba is very simple and the manufacturer notes that these machines were very heavily weathered.
- 4. 47 Sqn, Indian Air force, Air Combat Manoeuvring (ACM) Scheme, 1991. This is a very bright machine as although it is in the same scheme as all the other options on this sheet, the entire tail area is painted Medium Blue (FS 15183) and covered in white stars and moons. This machine also has the 'Archer' motif of the squadron on each intake trunk.
- 5. Rumanian Air Force, Kogălniceanu Airport, Rumania, 1990. Once again this machine is in the standard two colour scheme and it is coded 'Red 46' on the intake trunks.

This is certainly a good selection if you like the MiG-29 and I for one am already in



The MiG-29 selection on 72002 is also available in 1/48th scale on 48002

love with that 47 Sqn IAF machine.

Next comes one of the best sheets I have come across in a long time. Numbered 72011 the sheet is for my favourite Russian aircraft, namely the Sukhoi Su-27 Flanker. There are no fewer than eight options on this sheet and they are;

- 1. Su-27P of the LII Flight Research Institute at Zhukovskiy, Russia. This machine is flown by Anatoly Kvotchur in the all-civilian aerobatic team which was on a world tour in 1992. The machine is covered in large areas of white, red, Dark Blue and black and there are certain modifications to this machine which are all noted in the instructions.
- 2. Chinese Peoples Liberation Air Force, 9th regiment, 3rd Air Division, Hainan Island. This machine is Medium Grey over Light Grey and it has a dark grey radome.
- 3. Russian Air force, Savastleyka Airfield. This machine is Light Blue overall with a disruptive pattern of Blue Grey and Dark Blue on the upper surfaces. Coded 'Red 09' the machine has the usual white radome and it carries an excellent 'Knight & Dragon' shield on each tail unit.



Nice new decals for the MiG-29 are offered on sheet 72002



I love the Su-27 so this new sheet (72011) from Cutting Edge is a real bonus



The same goes for 72003 which comes in 1/48th scale on 48003

- 4. Ukrainian AF, 831st Fighter Regiment, Mirgorod, Ukraine. This machine is in the same scheme as option 3 and it is coded 'Red 28'.
- 5. Russian AF, VVS Combat Training Centre at Lipetsk. This machine is also in the same scheme as option 3 and it carries a sharkmouth on each intake trunk. It is coded 'Red 10'.
- 6. Russian AF, 582nd Fighter Regiment, Chojna, Poland, 1992. Another machine in the same scheme as option 3, this machine has an unusual two-tone green radome and it is coded 'Blue 24'.
- 7. Ukrainian Air Defence Regiment, Zhitomir, Ukraine. This machine is offered with either Russian stars or the current Ukrainian trident insignia. The aircraft carries the 'Eagle and Moon' insignia of the unit on each tail and it is coded 'Blue 06'.
- 8. Russian AF, Kubinka Airfield. This machine is in the usual scheme however it is



Looking very colourful is the 1/48th scale version of 72011 (48011) for the Su-27

odd in so far as it does not carry any code numbers. The machine does however have batches of brighter blue-grey in the positions where these numbers should be and the manufacturer suspects that they were painted out. This aircraft carries a small blue 12 on the base of the fins.

This certainly is another very colourful selection for a Russian type and for me the acrobatic Su-27P gets my vote.

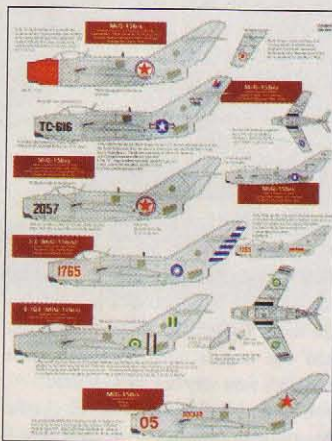
Moving into 1/48th scale now the first sheet is 48002 and this is for the MiG-29.

This sheet is basically a scaled up version of 72002 as it offers all four options on that sheet, but in the larger scale.

Next comes 48003 and you will probably not be surprised to hear that this is a scaled up version of sheet 72003 with all five options included on it.

Moving swiftly on we find that next is 48011 and this too is a scaled up version of the 1/72nd scale sheet. Even in this bigger scale all eight options are included on it which is very impressive.

A sheet which is not a scaled up version occurs with sheet 48015 and this is for the MiG-15Bis. No doubt the excellent new 1/48th scale kit of this aircraft type will make many a decal manufacturer spring into action, but these new sheets from Cutting Edge are the first I have seen. As I said at the beginning some of the sheets include colour



Lots of new options for the MiG-15bis are offered on the first of three new sheets from Cutting Edge, this is sheet 48015...

instructions and this is the case with this set. There are six options on this sheet and they are;

- 1. Soviet AF, 196th Aviapolk, flown by Colonel Evgeni G. Pepelyaev. This machine carries Korean People's Army Air Force markings and is natural metal overall with a red nose and a white outlined code of 925.
- 2. A very famous machine here as it is Lt Ro Kim Suk's machine which he flew to Kimpo AB and was paid \$100,000 for. This machine is shown here in its colour scheme adopted by the USAF Flight Test department at Wright-Patterson AFB in 1954. The machine is basically natural metal overall although everyone should note that the instructions show the wing star and bar applied parallel with the wing leading edge. A recent conversation with Cutting Edge revealed that with a 50/50 choice on the position of this marking, due to the lack of good photographic evidence, they choose the wrong way and the insignia is applied at 90 degrees to the fuselage centre line. All future editions of this sheet will be revised to reflect this fact.
- 2a. The sheet also gives you the option to finish Kim Suk's machine in its initial test flight scheme as worn at Kadena AB, Okinawa in 1953.
- 3. As a nice touch the third option is Senior

Lt Kim Ro Suk's machine as it arrived in its full Korean People's Army Air Force scheme with the code '2057' on the nose.

- 4. Chinese Nationalist Air Force. This machine was delivered to Taiwan by a defecting communist Chinese pilot and it carries the nose number 'Red 1765'. If you wish to model this aircraft as it arrived with full communist Chinese markings then you can combine the nose codes in this sheet with the national insignia on sheet 48016.
- 5. Egyptian Air Force. This machine was shot down by Capt Yak Nevo of the 101 Sqn IDF/AF in 1956. It was later salvaged by the Israeli Navy but was irreparable and so was used as a war memorial.
- 6. Soviet Air Force. This machine, 'Red 05', was operated by the Voluntary Society for Support of the Soviet Army, Air Force and Navy (Russian Acronym: DOSAAF) in the 1960's. This machine is natural metal overall with the Russian script for 'DOSAAF' just aft of the canopy on either side of the fuselage.

With the massive use of the MiG-15 for the past 40 years it will come as no surprise to hear that there are in fact three sheets for the type from Cutting Edge and this is the next one. Numbered 48-16 the sheet offers you schemes for seven machines and these are;

- 1. Aerobatic team Leader, Kubinka AB, USSR, Tushino Air Show, July 1951. This machine is red on top with natural metal underneath and it carries the code 'Red 502' on the nose.
- 2. Fuerza Aerea Revolucionaria, Cuba. This machine is natural metal overall with the Cuban national insignia on the fuselage and tail only.
- 3. Lim-2 of the Polish Air Force which was flown by defecting pilot, Franciszek Jareki, to Bornholm, Denmark on the 5th March



.....this is sheet 48016, just look at that Czech AF scheme

1953. This machine is natural metal overall with the code 'Red 346' on the nose.

- 4. J-2 of the Chinese People's Liberation Army Air Force, Korea, 1953. This machine is blue underneath with dark brown upper surfaces which have 'tiger stripes' of sand and black applied over them.
- 5. S-103 of the Czech AF Aerobatic Team as seen at the 2nd Culture & Sports Meeting at Cottbus, East Germany from the 30th August

to the 1st September 1951. This machine is natural metal but it has a red tip to the extreme nose and it carries a red lightning flash with arrow head on each fuselage side. The upper portions of each inboard wing panel are also in red and the machine is coded '3034'.

- 6. J-2 of the Albanian Air force. This machine was a Russian built, Chinese supplied example and it is coded 'Red 119'.
- 7. Syrian Air Force MiG-15bis as operated in 1957. This machine is natural metal overall and it carries its serial on both the nose and the top of the fin, which is quite unusual.



And this is 48017 and for my money the last option, the night fighter, is one I will be making

The final sheet for the MiG-15 in this scale is 48017 and this offers you options for eight machines. these are;

- 1. MiG-15bis flown by Capt K.I. Syomy of the 1st sqn, 535th Aviapolk, Soviet Air Force, Korean People's Army Air Force in 1953. This machine is natural metal underneath with an upper surface of dark brown which is then 'tiger striped' in sand and black.
- 2. MiG-15bis flown by Capt Milayushin of the 176th Guards Aviapolk, Soviet Air Force based at Antung AB, China. This natural metal machine is coded 'Yellow 758' and there are ten kill symbols under the cockpit.
- 3. J-2 Chinese People's Liberation Army Air Force. This machine carries the pre-65 national insignia and is coded '11'.
- 4. MiG-15bis flown by Major Arkady S Boitsov, Deputy Commander of the 16th Aviapolk, Soviet Air Force, Korean People's Army Air Force. This machine is natural metal with sand and dark brown upper surfaces. The machine is coded 'Red 03' and there are 9 kill markings below the cockpit canopy.
- 5. MiG-15b of the Cambodian Air Force in 1960. This machine is natural metal and it is coded '441'.
- 6. MiG-15bis flown by Major A.M. Karelin of the 351st Aviapolk, Soviet Air Force, Korean People's Army Air Force. This machine is natural metal overall with 'Red 300' on the nose and four kill symbols under the canopy.
- 7. MiG-15bis flown by Squadron Commander Wan Hai of 'Komeska' (Communist Squadron), Chinese AF, July 1953. This machine is natural metal overall

with the code 'Red 2249' on the nose and nine kill markings below the forward section of the canopy.

- 8. MiG-15bis flown by Major I.P.Golshevskij of the 351st Aviapolk, Russian Air Force, based at Antung AB in 1953. As the 351st Aviapolk was a night fighter unit this machine is black underneath with brown upper surfaces which are striped in sand.

Overall all of the 1/48th scale sheets are superb and it is good to see that they each include a small instruction and painting guide to help you with all the interior colours etc. I anticipated that the new MiG-15 from Tamiya would result in a few interesting colour schemes from the decal manufacturers and both I and all the others who have seen these sheets seem to be set on that black and brown night fighter on the last sheet, should look very nice!

The final two sheets are in 1/32nd scale and the first is a double sheet set. Numbered 48003 the sheet deals with the USAF F-4C/D and the RF-4C Phantom. There are no fewer than ten options on this sheet and they are;

- 1. F-4C 63-7583 'Never Trust A Smiling Cat' operated by the 171st FIS, 191st FIG, Michigan ANG in late 1983. This machine is ADC Grey overall with a black radome and a Garfield cartoon on the nose. The rudder and intake plates are yellow and black checks.
- 2. F-4C 63-7626, 'No More Mr Nice Guy' operated by the 171st FIS, 191st FIG, Michigan ANG in late 1983. This machine has the same overall markings as option 1 although it has a monster cartoon on the nose.
- 3. F-4C 63-7536 of the 171st FIS, 191st FIG, Michigan ANG. this machine is in the same markings as option 1 although after a mid-air collision in 1983 this machine was fitted with a new wing which was painted in SEA (Vietnam) wrap-around camouflage.

- 4. NF-4D 66-7483 operated by the 6512th Test Squadron, 6510th Test Wing, Edwards AFB, 1988. This machine is white overall with a red fin, tailplane and wing tips.

- 5. NRF-4C 65-0941 operated by the 6512th test Squadron, 6510th Test Wing, Edwards AFB, 1988. This machine is in the same scheme as option 4.

- 6. F-4C 63-7440 operated by the 55th TFS, 12th TFW at MacDill AFB in 1964-65. This machine is Light Gull Grey on top with white underneath and on the rudder, flaps and extreme tips to the tailplanes on the upper surface.

- 7. RF-4C 64-1051 operated by the 16th TRS, 363rd TRW based at Tan Son Nhut AB, Saigon in 1965. This machine is in the same scheme as option 6 although the extreme nose cone is also in white.



Lots of lovely schemes for the Phantom in 1/32nd are offered on this double sheet set (32003). Where is my RF-4C as I like the look of the Edwards AFB NRF-4C

The last three machines are all in 'William Tell 84' schemes of ADC Grey overall with the WT84 emblem on the nose wheel doors.

- 8. F-4C 63-7412 'We Bad' of the 171st FIS, 191st FIG, Michigan ANG, 1984. This machine is similar to options 1, 2 & 3 in markings.

- 9. F-4C 63-7666 'This Ones For You Baby' of the 171st FIS, 191st FIG, Michigan ANG, 1984. Once again the comments made on option 8 apply here also.

- 10. F-4C 63-7583 'Never Trust A Smiling Cat' of the 171st FIS, 191st FIG, Michigan ANG, 1984. This machine is the same as its pre-WT 84 scheme as offered in option 1 of this sheet.

The final sheet is for the USAF F-4C/D and RF-4C in Southeast Asia (SEA) schemes. There are five options on this sheet and they are;

- 1. F-4D 66-7463 'Smash Four' of the 55th TFS, 432 TRW based at Udorn AFB, Thailand in August 1972. This is the machine flown by Steve Ritchie and Chuck DeBellevue and the decals offer you the machine before and after its first kill sortie.
- 1a. This is still 66-7463 although this time it is offered after the fifth kill was achieved and once again pre and post mission markings are included.
- 2. F-4C 64-0752 of the 480th TFS, 366th TFW based at Da Nang AB in April 1966. This machine was flown by Maj. Paul J. Gillmore and 1st Lt William T. Smith and it carries a large red MiG-21 kill silhouette on the engine intake.
- 3. RF-4C 65-0905 'Tumbleweed' operated by the 11th TRS, 432nd TRW based at Udorn AFB, Thailand in 1969-70. This aircraft has a great bit of artwork on the nose.
- 4. RF-4C 65-0870 'Hillbilly Slick' of the 11th TRS, 432nd TRW also based at Udorn AFB, Thailand in 1969.

All of these machines sport the SEA scheme of Light Grey (FS36622) underneath with a three colour camouflage of brown



Loads more Phantoms on 32004, although this time they are in SEA (Vietnam) colours

(FS30219), green (FS 34102) and dark green (FS 34079) on top. You should note however that option 2 does not follow the prescribed pattern for these colours and is therefore rather unique.

All of these new sheets from Cutting Edge can be highly recommended to all. The quality of production and the in-depth instruction sheets make them a very useable product. All of the Cutting Edge range seems to be stocked by one source in the UK and that is H.G. Hannant Ltd, although I do not know if they are exclusive distributors for them. Whichever is the case the only prices I have for these sets are from this source and they are as follows.

72002	£5.25	72003	£5.25
72011	£5.25	48002	£5.95
48003	£5.95	48011	£5.95
48015	£5.95	48016	£5.95
48017	£5.95	32004	£5.95
32003	£10.95 (Double sheet)		

My thanks to Cutting Edge for the review samples.

Classic Reissues from Superscale

Following from my look at some of the more recent issues from Superscale last month (See Vol 2 Iss 4 Page 211 -213) and in spite of our scanner having a bit of a fit on some of the decal sheets (apologies all round for that!) I am pleased to say that we recently received a massive package from the manufacturer with some of the more recent reissues of their classic sheets. Because of the sheer volume of sheets, 35 in 1/72nd and 10 in 1/48th, I will keep my narrative waffle to a minimum and let you decide what each sheet offers by the accompanying illustrations of the sheets or their instructions.

Starting with 1/72nd first a really early offering from this company, 72-02, is back and this offers U.S insignia for WWII subjects. The stars'n'bars are offered with red borders and in 20", 25", 30", 35", 40", 45", 50" & 60" sizes.

Next comes 72-007 and this is entitled 'British WWII'. It offers roundels in all period styles and various sizes along with tail flashes,



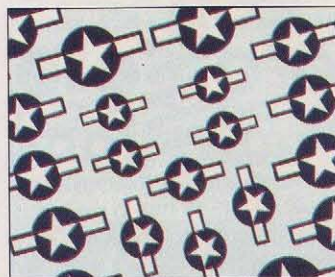
National insignia sheets are always useful so 72-02 will help many

command pennants and a selection of kill markings.

Back to US subjects next with sheet 72-13. this offers the blue bordered insignia used from 14th August 1943 to 14th January 1947. Sizes offered are similar to 72-02.

Back to RAF subjects now with sheet 72-16 as this offers the post-war style roundels and includes low-vis versions. The sheet also offers a selection of three widths of tail flashes.

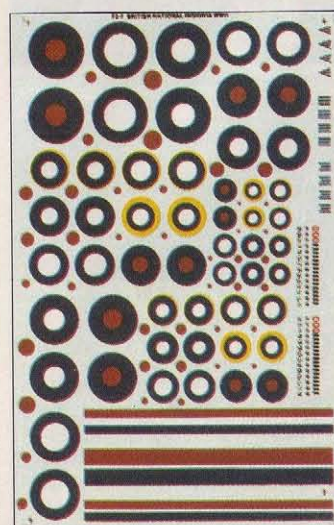
Lozenge is all in vogue of late and sheet



The 1943 to 1947 style of American insignia are covered on 72-13

72-43A offers you four lengths of four colour lozenge complete with rib tapes for upper surface camouflage. To go with this 72-43B is the lower surface four colour fabric.

Sheet 72-044 offers a large selection of small (6mm) white Identity letters for RAF aircraft. The slightly larger (7.5mm) versions in Light Blue and Light Grey are offered on sheet 72-045. These are followed by 10mm versions on sheet 72-046 and 11mm versions on 72-049. Changing to the white and red



Not forgetting RAF subjects it is good to see 72-007 back

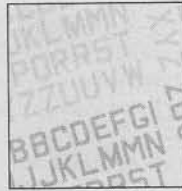
11mm characters, sheet 72-050 offers a good selection. We return to the Light Blue and Light Grey versions in the large (14.5mm) format for sheet 72-051 and finally back to red and white in the same size on sheet 72-052.



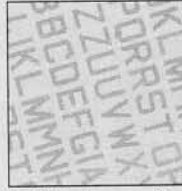
Identity letters in white come in small (6mm) on 72-044...



...and in medium, (7.5mm) on 72-045



Light Blue & Light Grey RAF ID letters (7.5mm) are on sheet 72-46...



...with the medium versions (11mm) on 72-49



Large (14.5mm), Light Blue and Grey letters are on 72-051



White and red 11mm letters are on 72-50



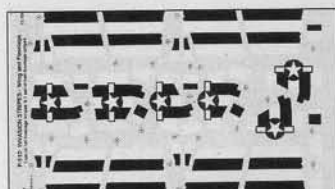
RAF ID letters is the large (14.5mm) version in white and red on 72-052

The current style of USN insignia is offered in 20", 25", 30", 35", 40" & 45" sizes on sheet 72-084.

If you are looking for a very colourful B-24 then you can't get better than those offered on sheet number 72-499. Everyone I am sure has come across 'The Dragon and his Tail', a B-24J of the 43rd BG, 63rd BS. This machine carries the most amazing Dragon artwork along the entire fuselage sides. To go with this are two more machines from the same group; 'Cocktail Hour' and 'Mabels Labels', each carries the usual young lady artwork on the nose and although not as colourful as the first option they are certainly worth considering.

Back to Lozenge fabric with the next three sheets. First is 72-638 and this offers the five colour day scheme fabric for upper surfaces, 72-639 is the five colour fabric for the lower surfaces and finally 72-663 is the five colour night scheme fabric. Each sheet contains eight lengths of the fabric and a selection of rib tapes.

Sheet 72-695 is for the Bell P-39 Airacobra and there are five options on this sheet. Option 1 & 2 are really the same machine albeit at different times in its career. P-39F 'Air A Cutie' was operated by the 8th FG, 36th FS and it is Olive Drab over Neutral Grey and it carries a very large reposed lady



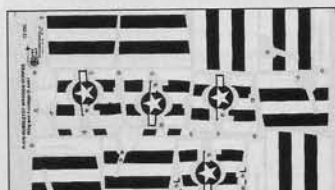
If you don't like painting invasion stripes you will be pleased with this sheet, 72-704, which offers them for the P-51...

on the side of the nose, nuff said! The third option is P-39C of the 31st PG, 39th PS. It is in the same overall colours as option 1 and 2 although it carries a large red cross forward of the national insignia on the fuselage. The fourth option is a similarly marked P-39D of the 8th PG and the final option is a P-39F of the 54th FG, 57th FS and this carries a large wolf's head insignia on the engine cowl. Also included on the sheet are stencils and instrument panels for three aircraft.

The next sheet is 72-697 and this is for P-51D aces of the 'Checkertail Clan', 325th FG. Options on this sheet are 'Texas Jessie/Big Mike' flown by Lt. William E. Aron of the 318th FS, 'Honey Bee' flown by Capt. Barrie S. Davis of the 317th FS and 'Helen' flown by Capt. Auther C. Fiedler of the 317th FS. Each of these machines is natural metal overall with an Olive Drab anti-dazzle panel

and red spinner and extreme cowl. Being of the 'Checkertail Clan' each machine has yellow and black checked tail surfaces and the black section of each is supplied as a decal. Once again lots of stencils are supplied for the P-51D on this sheet.

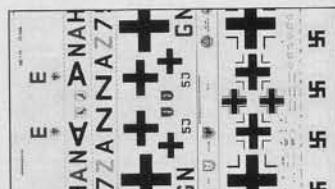
The Spitfire Mk Vb Trop and VIIIc is covered on sheet 72-698. The first option is 'Lonesome Polecat' of the 308th FS flown by Lt. William J. Skinner. This is followed by 'Fargo Express' another 308th FS machine which was flown by Lt. L.P. (Tommy) Mallard. Next comes 'Lady Ellen III' flown by an unknown pilot of the 309th FS. The final option on this sheet is 'Dimples II' which was the mount of Capt.



...and this sheet, 72-705, which deals with the P-47D Bubbletop

Jerry D. Collingsworth of the 307th FS. The first three options on this sheet are Mk VIIIc's and the last option is a Mk Vb Trop. All of them are Dark Earth and Middlestone over Azure Blue.

The B-25J gets the treatment on sheet 72-689. There are three options on this sheet and they are 'Fatso' a B-25J-22 of the 500th BS which was flown by F/O Charles E. Gillmore. Option 2 is 'Lazy Daisy Mae' a B-25J-11 of the 501st BS and finally 'Toofie's Taxi' a B-25J-22 of the 498th BS flown by 2nd Lt. Albert W. Gruer Jr. Option 1 and 2 are in Olive Drab over Neutral Grey whilst option 3 is natural metal overall. All of these machines have nose art and they all carry the 'Air



A few more schemes for the He 111 are offered on 72-709

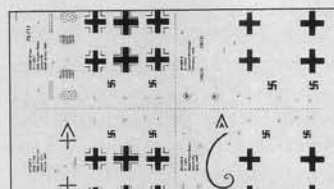
Apaches' motif of the 345th BG on the tail.

Sheet numbers 72-704 and 705 both deal with invasion stripes, 704 offers a full set for the P-51D whilst 705 deals with the P-47D bubbletop.

The Kawasaki Ki-61 Hien is dealt with on sheet 72-706 and there are four options on it. The first is Lt. Mitsuo Oyake's machine whilst he was with the 18th Hiko-Sentai, 6th

Shinten Seikutai. Next comes the machine of Maj. Teruhiko Kobayashi, commander of the 244th Sentai in March 1945. This is followed by another 244th sentai machine, but this time of an unknown pilot. The final option is a 39th Sentai machine. Option 1 is natural metal overall whilst the remainder are Dark Green on top and natural metal underneath.

The Heinkel He-111 is covered on sheet 72-709 and this offers alternative schemes for four aircraft. First is a 5th Staffel, II/KG 55 machine which is black underneath with the upper RLM 70/71 splinter pattern heavily over mottled with the under surface colour. This is followed by a 5th Staffel, KG 26 machine in RLM 70/71 in a splinter scheme over RLM 65. The spinner are red and the forward engine cowl, rudder and fuselage band are white. The third option is a Geshwader Stab machine of St G3. This aircraft is RLM 79 on top and RLM 65 underneath. As usual for a desert operated machine this aircraft carries a white fuselage band and tips to the under surface of each nacelle. The final option is a 5th Staffel, KG 5 machine which is black underneath with an application of winter distemper over the upper colours. The outer wing tips on the under



The Bf 109F, G and K are included on sheet 72-711

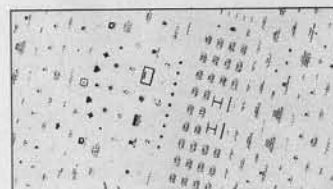
surface are yellow as is the band around the aft fuselage.

Staying with a Luftwaffe subject we move on to sheet number 72-711 which deals with the Messerschmitt Bf 109F, G & K. There are four options on this sheet and the first is a Bf 109F-4 Trop flown by Oblt. Gustav Rodel the Staffelkaptein of 4/JG 27. This machine is RLM 79 over RLM 78 with white wing tips, fuselage band and spinner/forward cowl. Next comes a Bf 109G-6 Trop of IV/JG3. This aircraft was flown by Maj. Franz Beyer who was the Gruppenkommandor and it was painted RLM 74/75 on top with RLM 76 underneath and a dense mottle of the top colours on the fuselage sides. Oblt. Erich Leie of Stab/JG2 is covered as the third option on this sheet and his machine is in the same scheme as option 2 although the rudder and lower engine cowl are yellow. Your final option on this sheet is a Bf 109K-4 flown by Heinrich Munninger of III/JG 77 in 1944. This aircraft is RLM 81/82 on top and RLM

76 underneath. As usual the upper surface colours are mottled down each fuselage side although on this aircraft the sides have first been over sprayed in RLM 02.

Coming up to date now, the next sheet offers you full Light and Dark Grey stencilling for the F-15 Eagle. The sheet contains sufficient stencils for two complete aircraft

The good old B-17 is covered on the next sheet, 72-713, in both its F and G variants. There are four options on the sheet the first two being in natural metal whilst the last two are in Olive Drab over Neutral Grey. The first option is 'Shady Lady' of the 601st BS, 398th



Lots of lovely stencils, this time for the F-15 are offered on 72-712

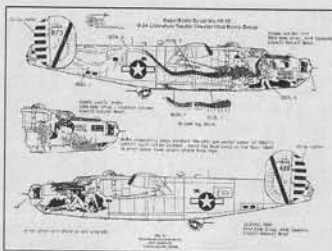
BG based at Nuthampstead. Next comes 'False Courage' a B-17G of the 7th BS, 34th BG based at Mendelsham in 1945. The very famous B-17F 'Thumper' is your next option and this machine was operated by the 360th BS, 303rd BG in 1943. The final option is another B-17F, this time 'Yarbird II' of the 360th BS, 303rd BG

Changing sides now I will move on to sheet 72-714 which deals with the Ki-84 Hayate. There are just three options on this sheet and they are a Ki-84-Ia of the 22nd Sentai, HQ Flight based at Hankow, China in 1944, a Ki-84-Ia of the 58th Shinbutai based in Southern Kyusyu in 1945 and a Ki-84-II of the 520th Temporary interceptor Regiment doing Home Island defence from Nakamatsu AB, Japan in 1945. All of these machines will be IJA Green over IJA Grey.



Lots of nose art for your B-26 is offered on 72-717

Coming right back up to date the next sheet is number 72-715 and it deals with the F-15 Eagle. There are four options on this sheet and they are an F-15C of the 1st FS, 325th FW based at Tyndall AFB, an F-15D of the 390th FS, 366th FG based at Mountain Home AFB, an F-15C of the 53rd FS, 52nd

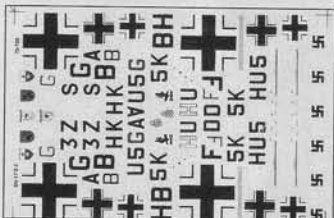


Scaled up from 1/72nd is 48-037 for the B-24

FW based at Spangdahlem and finally an F-15A of the 199th FS, 154th FW operated by the Hawian ANG. All the options on this sheet are in a two tone grey scheme.

We shift back to WWII with the next sheet as it, 72-717, deals with the B-26B Maurader. There are four options on this sheet and they are a B-26B-50-MA of the 441st BS, 320th BG, 42nd BW, 12th AF based in Italy in 1944. This machine is called 'Miss Manchester' and it is Olive Drab over Neutral Grey. The next option on the sheet is 'Belle Ribger' a B-26C-45-NO of the 441st BS, 320th BG, 42nd BW, 12th AF based in Italy in 1944. Once again it is painted Olive Drab over Neutral Grey. The third option is 'Carefree Carolynn' a B-26C-25-NO of the 569th BS, 397th BG based at Great Dunmow in June 1944. This machine is in the same colours as option 1 and 2. The final option on this sheet is 'Hard To Get' a B-26B-50-MA of the 497th BS, 344th BG during the summer of 1944. This aircraft is Olive Drab over natural metal.

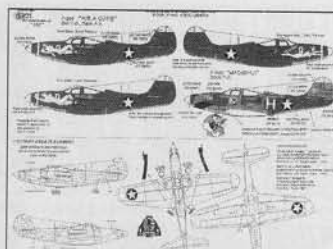
One of my favourite aircraft is covered by the next sheet, namely the DH Mosquito. Sheet number 72-718 deals with the FB MK VI variant and there are six options on the



The final 1/72nd scale sheet is 72-720 which is for the Dornier Do 17Z-2

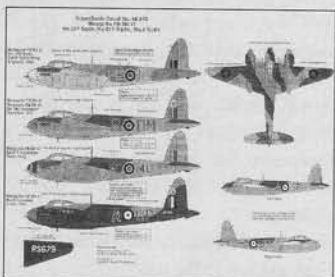
sheet. First is a No 107 Sqn machine operating in Germany in 1947 and this is followed by a No 811 sqn, Royal Navy machine. Both of these options are Medium Sea Grey overall with a disruptive pattern of Dark Green on top. The third option is a No 4 Squadron machine operating from RAF Celle in 1949. This aircraft is in the post-war Bomber Command scheme of Dark Green and Medium Sea Grey over black. The fourth option is a Banff Strike Wing machine operated by No 143 Sqn in 1945. This aircraft is Dark Sea Grey and Ocean Grey over Medium Sea Grey with yellow spinners. Moving to Australia with the fifth option, A52-525 is a No 1 squadron machine which is silver overall. The final option on the sheet is an Israeli Defence Force AF machine which was active in 1950. This aircraft is also silver overall although the spinners and rudder are red.

Staying with a British type sheet 72-719



Both P-39 and P-40 Airabobras are covered on 48-499

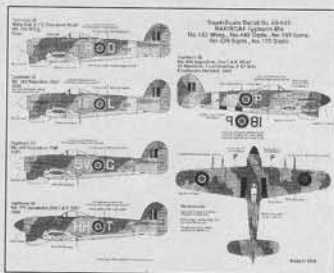
deals with the Hawker Typhoon. There are five options on the sheet and the first is a No 143 Wing, RCAF machine flown by Wng Cdr R.T.P.Davidson in 1944. Next comes a No 183 Sqn machine and this is followed by a No 439 Squadron aircraft. The fourth option is 'Tilly the Toiler' of No 175 sqn, 2nd TAD in 1945. Your final option on this sheet is a No 440 Sqn, 2nd TAD, RCAF machine operating from Eindhoven, Holland in 1944. This machine is called 'Pulverizer II' and it has 35 missions, 1 loco and 2 air kills to its credit.



Oh! More lovely schemes for the Mosquito are offered on 48-542

The final sheet in this scale is 72-720 and this offers you six schemes for the Dornier Do 17Z-2. The first option is a Stab.III/ KG 3 machine operating in East Prussia in 1939. Next comes a 1./KG 2 machine which was in Greece in 1941 and this is followed by a 10./KG 3 machine whilst on the Eastern Front in 1941. The fourth option is a 8./KG 77 machine during the summer of 1940 and this is followed by a Stab./KG 3 machine from the same period and a Stab./KG 2 machine from the winter of 1941. All options except 3 are in RLM 70/71 over 65 schemes, whilst option 3 is in the scheme with the addition of a coat of winter white wash on the upper surfaces.

Moving into the 1/48th scale now I am glad to say that many of them are simple scaled up versions from the 1/72nd scale sheets reviewed above so I will not go into any detail about such sheets. First is 48-037 and this is a scaled up version of 72-499. The

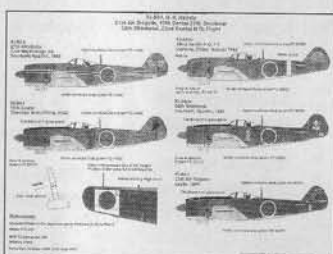


Scaled up from 1/72nd is sheet 48-543 which deals with the Typhoon

four colour lozenge fabric seen on 72-43A and 72-43B are offered in the larger scale on sheets 48-100 and 48-101.

Sheet 48-383 is for the Hawker Hurricane during the Battle of Britain and the sheet offers you schemes for three machines. First is a Mk I of No 242 Sqn flown by Sqn.Ldr D.R.S.Bader at RAF Coltishall in 1940. Next comes a Mk I of No 257 'Burma Squadron' based at North Weald in December 1940 and flown by Sqn Ldr R.R.Stanford-Tuck. The final option is another Mk I this time of No 510 'City of Gloucester Squadron' based at Gravesend in August 1940. This machine was flown by P/O K.N.T.Lee. All the options are Dark Green and Dark Earth on top but options 1 and 3 are simply Sky underneath whilst option 2 is in the half white half black scheme.

Sheet 48-499 deals with the same topic as 72-695, namely the Bell P-39 although the bigger sheet only gives you options for both styles of 'Air A Cutie' markings but adds a P-400 of the 35th PG which carries the nose art

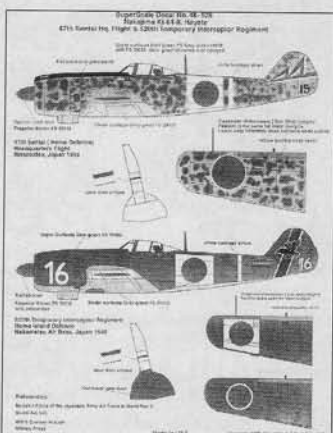


As a follow on to 48-526, 48-527 offers schemes for the Ki-84 in its I, Ia and II versions

'Macushla' and is painted Olive Drab and Brown over Neutral Grey.

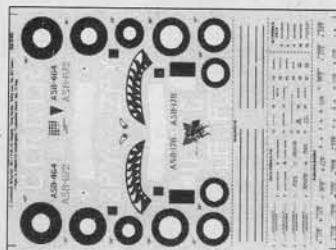
Sheet 48-526 deals with the Ki-84 and there are just two options on it. First is a Ki-84-II of the 47th Sentai (Home Defence). Headquarters Flight based at Narumatsu, Japan in 1945. This aircraft is IJA Grey overall with splashes of IJA Green on the upper surfaces. The other option is another Ki-84-II this time operated by the 520th temporary Interceptor Regiment carrying out Home Island Defence from Nakamatsu AB, Japan in 1945.

Following on from the above sheet is 48-527 which also deals with the Ki-84. This sheet has options for five machines and the first is a Ki-81-Ia of the 22nd Sentai, HQ Flt



A nice selection for the Ki-84 II is offered on 48-526

based at Hankow, China in August 1944. Next comes a Ki-81-Ia of the 58th Shinbutai based in Southern Kyushu in 1945. The third option is a Ki-81-I of the 21st Air Brigade based at Leyte in 1944. The fourth option is a 57th Shinbutai machine which was based at East Miyalonojo AB in Southern Kyushu in 1945. The final option is a Ki-84-I of the 13th



The final sheet is 48-546 which gives you three schemes for RAAF operated Spitfire Mk Vb and VIII's

sentai based in Thailand in 1944. All of the machines on this sheet are IJA Green over IJA Grey and options 2, 3 & 5 have black anti-dazzle panels forward of the cockpit.

Sheet 48-542 is for the Mosquito and it is basically similar to 72-718 although you only get options for four machines. Only the Banff Strike Wing No 143 Sqn, No 107 Sqn, No 811 Sqn RN and No 4 Sqn machines are depicted on this sheet

Following on from this is the Typhoon sheet (72-719) in the bigger scale. Numbered 48-543 the sheet offers markings for all five of the options seen on the smaller scale sheet.

The final sheet in this scale and in this massive selection is 48-546 and it deals with the Spitfire Mk Vb and VIII in RAAF service. There are three options on this sheet and the first is a Mk VIII flown by Gp Cpt Clive Caldwell the CO of No 80 Wing based at Morotai in 1945. Next is a Mk Vc flown by Flt Sgt George Gilbert and Dudley Grinlington from No 70 Sqn whilst based at Kiewina Island in 1943. The final option is a very famous machine, namely 'Grey Nurse' a Mk VIII flown by Wng Cdr Gleen Cooper the CO of No 457 Sqn whilst at Morotai in 1945. Options 1 and 3 are Earth Brown and Foliage Green over Sky whilst option 2 is Earth Brown and Foliage Green over Azure Blue. Option 2 has a white tail unit and option 3 carries a sharkmouth.

It is certainly nice to see so many of the older sheets re-issued by Superscale. It is apparent that the new owner is intending to bring the name back up where it belongs and I am sure that many modellers will be happy to have such a large choice from them once again. All of the sheets reviewed above can be recommended and about all that needs improving in the older sheets in the range are the instructions, which are a bit tatty at best and really do need to be revised and updated to meet the demands of the modern modeller who needs more information. All of the sheets reviewed above cost £4.25 and the range is stocked by many specialist model shops including H.G.Hannant of Lowestoft.

My thanks to Superscale for the review samples.

Blue Rider Selection

As I have said in the past each time we receive a selection of decal sheet from Blue Rider, my knowledge of aviation history expands. It never ceases to amaze me just how many interesting and colourful schemes there have been and thanks to Blue Rider all of us now have the opportunity to model them.

All of the selection we have this month are in 1/72nd scale and there are eleven sheets. The first is sheet number BR240 and this is for the Airco DH9. Originally the sheets were issued with a limited edition injection-moulded conversion set based on the Airfix DH4, however with the recent issue of a similar conversion from Delta Aviation Publications (See Vol 2 Iss 3 Page 146) the decals will be most useful. There are seven options on the three sheets in this set and they are:

- 1. Airco DH9, SAAF, S/No 115, 1922. This machine is PC10 over doped linen with white propeller blades and wheel hubs. An historical note states that this machine may well have been used to strafe and bomb striking miners during unrest at Johannesburg in 1922.
- 2. Airco DH9, SAAF, S/No 139, 1922. This aircraft is silver doped linen overall with the struts, undercarriage and tail skid painted black.
- 3. Airco DH9, Swiss civilian register CH-84 of Ad Astra. This aircraft is silver doped linen overall with the struts in varnished wood. This machine was modified with the movement of the



If you have the new Delta Bits Airco DH9 conversion you will certainly want this new sheet from Blue Rider

tail skid in varnished wood. You should note that the instructions list this machine as S/No 26.17, but the illustration and the decals are definitely 21.17.

• 6. Airco DH9, Belgium Air Force, S/No F1204 operating in 1918. This aircraft is PC10 over doped linen. The forward portion of the fuselage is Light Grey, the struts and tail skid were varnished wood and the undercarriage and wheels hubs were PC10.

• 7. Airco DH9, Swiss Air Force, S/No 711. This machine is silver overall with the struts and tail skid in varnished wood.

The next sheet, BR241, was also originally issued with a kit from Blue

is in the same scheme as option 1 although the wheel hubs are half red and half white.

- 3. S/No 161.21. Once again a machine in the same scheme as option 1.
- 4. S/No 161.34 operating in 1918. This machine is in a disruptive camouflage pattern of bands of Tan and Dark Green on top with clear doped linen for the under surfaces. All detail colours are as per option 1.
- 5. S/No 161.17 of Flik 28D operating in the summer of 1918. This machine carries the same colour scheme as option 4 although the wheel covers are red.
- 6. S/No 161.06 of Flik 4D operating from Gajarine Airfield in the late summer of 1918. This machine is in the same colour scheme as option 4 although its application is a little more complex and all of this is well illustrated on the instruction sheet.
- 7. S/No 123.34 operating in the late summer of 1918. This machine is in the same scheme as option 4 although no covers are fitted to the main wheels.
- 8. S/No 123.35 in the same scheme as option 7.
- 9. 123.36 also in the same scheme as option 7.

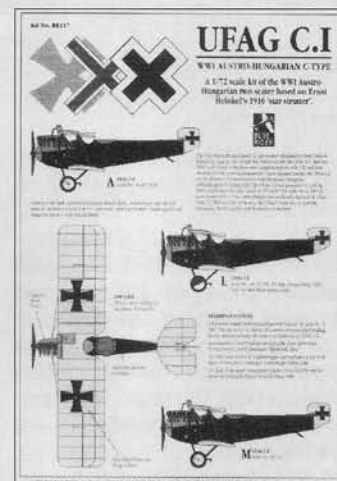
Not illustrated on the instructions but included on the decal sheet are:

- 10. S/No 161.01 prototype C.I in the same scheme as option 1.
- 11. S/No 161.38 as a post-war machine utilising the same scheme as option 6.

Although not included in their entirety there are also codes for the following machines which you will have to obtain national insignia for from sheet

P1205/P5360 operating in 1938. This is the aircraft of Chinese ace Col C.S.Liu and it is in the same colour scheme as option 1.

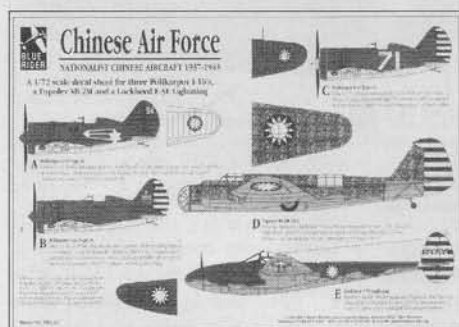
- 3. Polikarpov I-16 Type 10, S/No 71 operating in 1939. This is in the same scheme as option 1 although the spinner is yellow.
- 4. Tupolev SB-2M-100A of the 2nd



Lots of colourful schemes are offered for the UFAG C.I on sheet BR117

Bomber Group of the Chinese Nationalist Air Force operating in 1937. This aircraft is Light Grey overall with splotches of Dark Green on the upper surfaces.

- 5. Lockheed F-5E Lightning, S/No 424082 operated by the 12th reconnaissance Squadron, Sino-American Wing in 1944-45. This aircraft



If you want a different looking P-38 then check out sheet BR242. There are also good markings for the Rata and SB-2 on the sheet

pilot's seat to a more forward position and the addition of two more cut-outs behind it.

- 4. Airco DH9, S/No C1316, RAF Renfrew, 1918. This machine is PC10 over doped linen with all the struts in varnished wood and the undercarriage and wheel centres in PC10. This aircraft has the legend "Georgetown, Presented by the Ammunition Workers of the Scottish Filling Factory" in white on the forward port side of the engine cowls.
- 5. Airco DH9, Polish Air Force, S/No 21.17 operating in 1920. This machine is Khaki Drab overall with the struts and

Rider although this latest issue sees its return just as a decal sheet. The type covered is the UFAG C.I and there are eleven Austro-Hungarian options on the sheet and these are:

- 1. S/No 161.07 operating in 1918. This machine has a varnished plywood fuselage with doped linen wings and tail. The propeller is dark varnished wood and the struts, undercarriage and tail skid are medium varnished wood. The forward upper engine cowls are all natural metal.
- 2. S/No 161.15 of Flik 47F operating in Italy in the summer of 1918. This aircraft



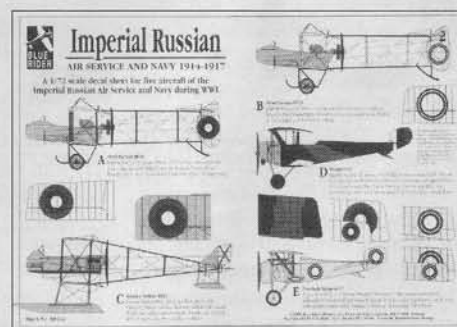
WOW! Want a colourful Pup? Then look no further than sheet BR243

number BR204.

S/No 161.141 and 161.184 of the Red Hungarian Air Force.

We move up an era now as we take a look at Nationalist Chinese aircraft of the 1937-1945 period. Sheet number BR242 offers you five options for this topic and they are:

- 1. Polikarpov I-16 Type 10, S/No 94 operating in 1938. This machine is dark green over Light Blue and it carries the inscription "Sinkiang Province" on the forward decking just in from of the canopy.
- 2. Polikarpov I-16 type 10, S/No

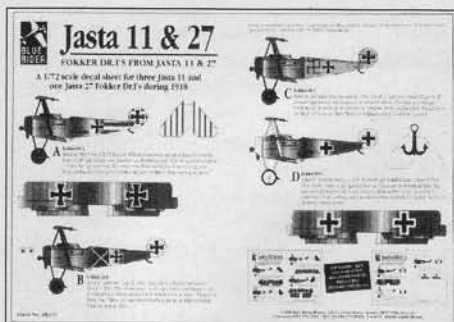


If early Russian aviation is your thing then BR244 will keep you drooling for a while

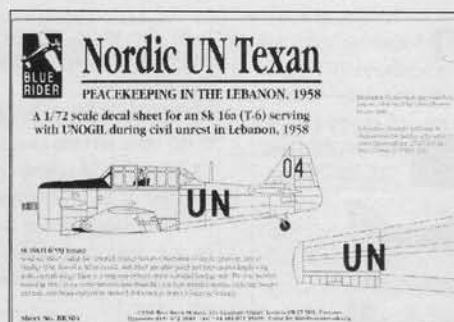
is Dark Green over Light Grey.

Moving back to WWI the next sheet, number BR243, offers you a really different scheme for the Sopwith Pup. This Standard build Pup, S/No C242, was used by No.7 Training Squadron based at RAF Netheravon in 1918. It is painted in red, white and blue diamonds overall, with doped linen on the under surfaces and natural metal engine cowls. On top of this the undercarriage legs are blue and the wheel covers are red. All the other struts are varnished wood.

The next offering is sheet number BR244 and this is entitled 'Imperial



Fokker Dr.I's are all the rage courtesy of sheet BR245 which offers you a few colourful options for Jasta 11 and 27 machines.



The UN has been a round a good few years and this sheet (BR304) lets you make a Texan in their markings.



The 'Jug' is always a colourful machine and with sheet BR305 you can make a Puerto Rico ANG machine.

Russian Air Service and Navy, 1914-1917. There are five options on this sheet and they are;

- 1. Henri Farman HF20 of the imperial Russian Air Service, 1915. The aircraft has a pale grey nacelle with doped linen wings and all the struts are natural wood.
- 2. Maurice Farman MF11 of the Imperial Russian Navy, Baltic Sea Fleet in march 1916. This aircraft is pale grey overall with natural wood struts and cockpit underside.
- 3. Henri Farman HF20 of the Imperial Russian Air Service. This aircraft is in the same scheme as option 1 although some of the struts have been bound in clear doped linen.
- 4. Nieuport 12 of the Imperial Russian

- 2. S/No unknown of Jasta 11, 1918, piloted by Ltn Werner Steinhauser. This machine is the same colours overall as option 1, although the tail etc is not red and white. The cowling is red with yellow eyes on the front and the wheel covers are black.
- 3. S/No unknown of Jasta 11 in 1918. Once again the streaky upper surface and Turquoise scheme is evident and on this machine the entire tail and rear fuselage is Turquoise overall. All detail colours are the same as option 2.
- 4. S/No unknown of Jasta 27 in 1918. This aircraft was flown by Ltn Rudolf Klimke and it is in the same overall scheme as option 1 although the entire tail is yellow and across the tailplanes

Olive Drab anti-dazzle panel. The spinner tip, cowl ring and extreme tip of the rudder are all red.

The next sheet is number BR411 and with it we move back to the usual 'type' sheets. This example deals with the Oeffag Albatros D.III series 253 in Czech and Polish service. There are four options on this sheet and they are;

- 1. S/No 253.116 of the Czech Air force in 1919-1920. this aircraft was flown by Adolf Blaha and it was Dark Brown and Dark Green in a disruptive upper camouflage pattern over Light Blue underneath. The machine carried non-standard Czech roundels and a white arrow piercing a red heart on each side of the fuselage.

- 1. Republic F-47N Thunderbolt, S/No 70 operated from 1953 to 1963. This machine is silver or natural metal overall with a black anti-dazzle panel on the upper forward decking which expands back to cover the forward frames of the canopy. This aircraft is odd in so far as it carries the old style national insignia on the fuselage with the later style on the wings.

- 2. North American AT-6 Texan, S/No unknown operated by the Nicaraguan Air Force Military Air School in 1980. This machine is Dark Olive Green and Medium Olive Green in a disruptive camouflage pattern overall.

The last sheet once again deals with a specific aircraft and this time it is a



Some post-war Oeffag Albatros D.III's are offered for the Czech and Polish Air Forces on sheet BR411



Having already looked at the Thunderbolt in Puerto Rico ANG colours this sheet, BR412, offers one in Nicaraguan colours as well as an AT-6 Texan



Right up to date, sheet BR810 offers a colourful alternative for the An-2. This time in Latvian Army markings.

Air Service, S/No N1043 of the 3rd Detachment in the Autumn of 1916. This aircraft is Drab Brown and green over plain linen. The cowls, centre section, struts and undercarriage are all natural metal and all other struts are natural wood.

- 5. Nieuport 12. This is a generic set of markings for a Dux-built Nieuport 17 and it is Aluminium dope overall with roundels in no less than fourteen separate positions!

We move into WWI with the next sheet as it deals with the Fokker Dr.I. sheet number BR245 is for Jasta 11 and 27 operated Dr.I's. There are four options on this sheet and they are;

- 1. S/No 502/17 (W/n 2170) of Jasta 11, 1918. This machine is in Dark Olive streaky dope on all upper surfaces and Turquoise underneath. The tail surfaces and aft fuselage are white with red stripes.

and upper fuselage there is a black anchor.

We move onto the single subject sheets now and the first is number BR304 which offers you markings for a UN operated Sk 16a (T-6 Texan). This machine was used by UNOGL (United Nations Observation Group In Lebanon) during the civil unrest there in 1958. The aircraft is white overall with a black anti-dazzle panel forward of the cockpit. UN markings are carried in black on the fuselage and wings along with '04' and the UN symbol on each side of the vertical tail unit.

The next single topic sheet is for a Latin Thunderbolt in the form of an F-47D which was used by the Puerto Rico Air National Guard. This machine, 44-89425, was operated by the 198th FS (Augmented) of the Puerto Rico ANG in 1947. It is natural metal overall with an

- 2. This offers 253.116 in a later guise with the Czech Air Force. The colours are the same but the red heart has been deleted from each fuselage side.

- 3. S/No unknown of the 7th squadron of the Polish Air Force based at Lvo in 1919-20. This machine was flown by Major Cedric E. Fauntleroy who was the squadron commander of a mixed nationality 'Kosciusko' unit. This machine is Dark Olive Green overall with clear doped linen on the lower surfaces.

- 4. S/No 253.234 of the 7th 'Kosciusko' Squadron, Polish Air Force in 1920-21. This machine is in the same scheme as option 4 although it carries the later style of national insignia.

Next we look at a specific Air Force. Sheet number BR412 deals with the Nicaraguan Air Force between 1955 and 1980. There are two options on this sheet and they are;

Latvian Army operated Antonov An-2. Numbered BR810 the An-2 Colt, S/No 257, was used by the Latvian Army reserve at Riga-Spilve in 1995. This aircraft is Light Grey overall with a black anti-dazzle panel forward of the cockpit. The markings carried by this aircraft are based on the pre-war Latvian National Guard 'Auseklis' cross and they are carried on upper and lower wings as well as either side of the vertical tail surface.

As usual this latest selection from Blue Rider is quite superb, all of them can be highly recommended without hesitation and although I have said it before, if you want a 'different' looking model in your collection check out the Blue Rider range as they are bound to have something that will catch your eye.

My thanks to Blue Rider for the review samples.



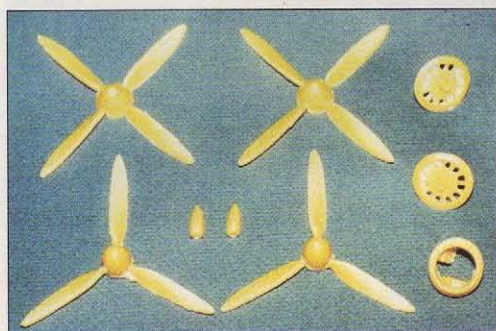
Koster Dornier DO 217 K2/M11

Of late it has been 'vacform' month in the Mitch Thompson model workshop, and it has been rather a voyage of discovery for me. I have attempted to make vacform models before but I have always ended up making such an absolute hash of them I have either binned them or consigned them to the spares box until such a time that I have acquired the skills or am just plain bored

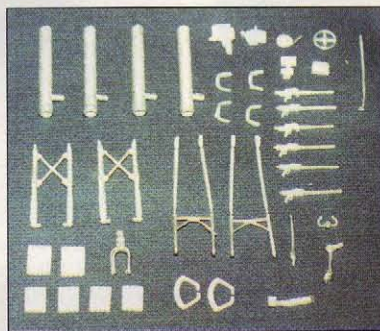
Dornier Do 217 (I was there and you eagerly accepted the kit! - Ed). Faced with the prospect of ruining a perfectly good

is on the cards, but a bomber of the Do 217 stable is still not produced in an injection moulded plastic kit form. This I guess is

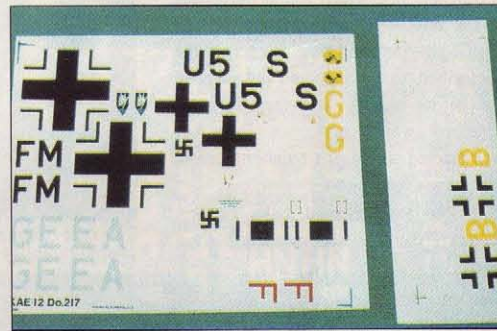
and weapons mountings. The Do 217 K-2 had an increased wing area of 67 square meters and was powered by two BMW 801 ML radial engines. It was developed to carry two Fritz X missiles inboard of the engine nacelles. It also had added armament of two MG 81s mounted in the tail of the aircraft. The Do 217 M-11 differed in that it was powered by two Daimler Benz DB 603 A-2 inline engines



What you get in the kit. Here are the resin parts including the propellers...



...the metal pieces including the undercarriage and exhaust dampers...



...the decal sheet...

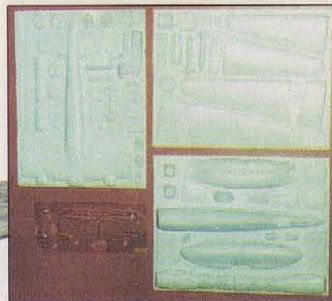
enough to consider having another go at them. In this case I was cornered by the editor one evening during a period of mental weakness, who manipulated me into agreeing to have a go at building this

£40 worth of multi media kit it took a few days of mulling over before I plucked up the courage (about three or four pints of Courage Directors actually) and took a knife to the mouldings.

The Dornier Do 217 is a particular favourite of mine. I have a couple of the 1/48th scale Dragon kits of the Junkers Ju 88/188 stable made up in my collection and a Revell 1/48th scale Heinkel He 111

what prompted me to take on this kit. A Dornier Do 217 in the collection; very nice.

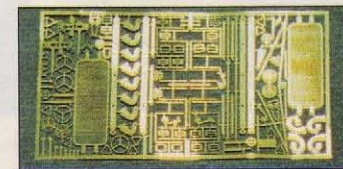
The Do 217, as you will probably know



...the main vac-formed components...

and carried one Fritz X missile under a specially modified bomb bay. An addition of flame damper tubes attached to the engine manifolds and the unusual use of four bladed propellers concluded any visual differences from the Do 217 K-2.

Most M-11 production aircraft were used by Kampfgeschwader 100 "Wiking" and were delivered to the unit from May



...and finally the tiny little etched brass fret

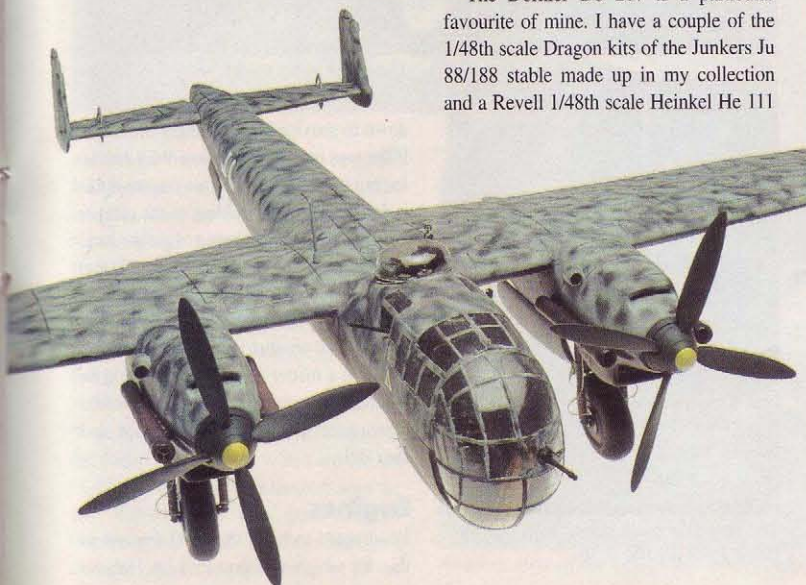
was a direct descendant of the stalwart Dornier Do 17 of Battle of Britain fame. This versatile airframe was developed into forty sub-types as the Do 217 alone, as well as then going on to be developed into the Do 317 and the Do 417.

The Dornier Do 217 M-11 was in essence the same aircraft as the Do 217 K-2. The major differences were the engines

1944. They began operations at the beginning of June 1944 and carrying out attacks on Britain from the French coast.

The Kit

Hot foot from the USA, Koster's Dornier Do 217 is tailored to build into the two special operations variants that were developed to deliver the Fritz X missile;



the K-2 and the M-11. Both sets of engines and Fritz X mountings are included as well as your very own Fritz X, the majority of which is of vacform construction with a resin moulding for the rocket outlets. The majority of the kit is in fact vac form with the propellers, tail wheel and turret base in cast resin and the guns, control column, forward instruments, undercarriage legs, exhaust flash dampers etc. in white metal. The general quality of the kit is very good. The white metal is exceptional and needs very little cleaning up. The vacforming though a little thin in places is well moulded with good panel lines. The resin parts do need a fair amount of cleaning up and finishing off but I didn't find any air bubbles that needed filling which is the way I would rather have it. There are only a few other things in life that are more annoying than when rubbing down a resin part, just getting to the finishing strokes and "Pop" up opens an air bubble which you now have to fill and sand down again! I digress, but as I said earlier, there are no air bubbles.

There is also a small fret of etched brass which provides you with throttle quadrants, rudder pedals, radiator grills, belt buckles and gun sights.

Construction

The first evening's work was a predictable one which found me sitting in the middle of an enormous pile of plastic shavings and dust as each of the vacformed parts was scored and snapped out of its moulds and then lovingly scrapped away to perfection. Each part was marked with a part number to avoid any mysteries later on.

As this was my first major vacform project I clung to the instruction sheet

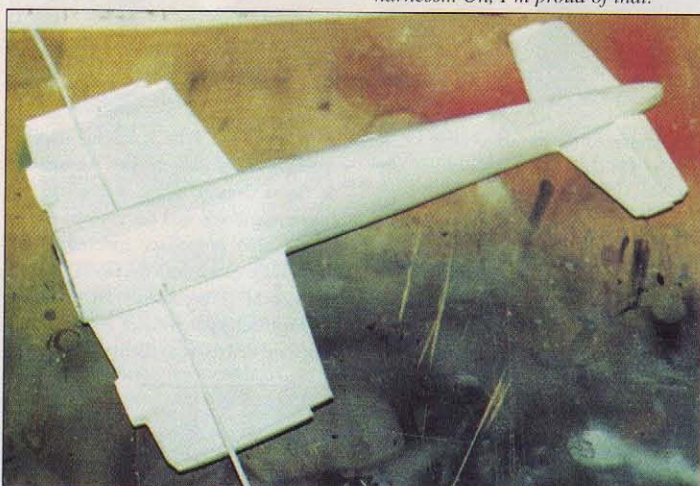


Preparing the vac-formed parts

halves of the outboard wing sections. A modification to the starboard outer wing half had to be made at this point. The starboard wing section is of much thinner plastic than the port (which is the correct thickness). Once the starboard wing section has been glued in place it is best if it is strengthened by the application of extra sheets of thin plasticard, in several



The seat complete with etched seat harness... Oh, I'm proud of that!



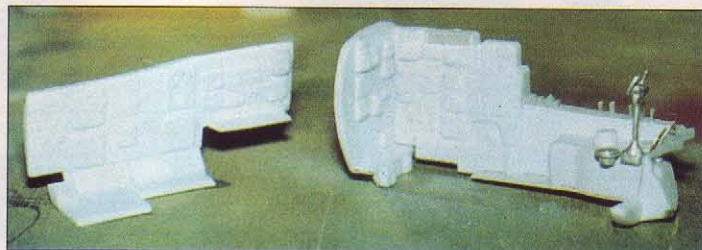
The main components assembled

religiously. Therefore the first part of the construction began with part 1. This is the wing centre section, fuselage and tailplane upper half into which a main spar is constructed for the wings. This leaves you with about two and a half to three inches of spar protruding from the wing centre sections which end just outboard of the engine mountings. Also on the ends of the wings' centre sections are 'L' shaped lips which the spars are mounted in. These also act as locating plugs for the upper

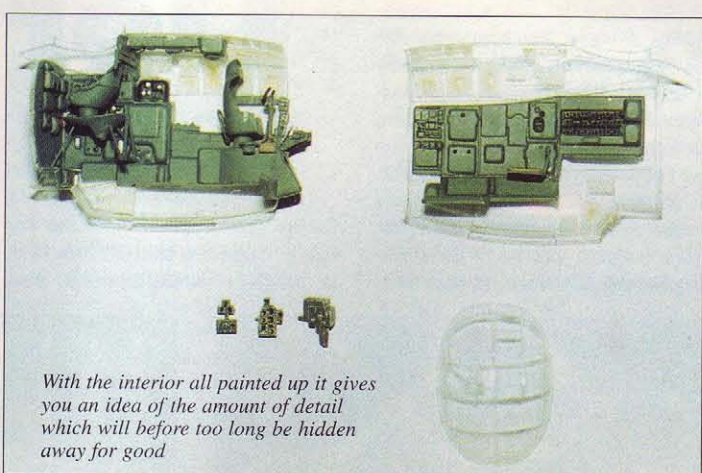
layers in some places, to help prevent the wing flexing when sanding as any filler on the wing/centre section joint will split and crack open.

The fuselage hull section I decided would benefit from strengthening with strips of plasticard and hit upon the idea of laying a strip of plasticard 6 or 7 mm in width inside the hull, but making them long enough to leave a 5mm tab either side of the fuselage section. The instructions

fuselage empennage halves with milliput because the mouldings are again very thin. It is not so important for the upper half, but extremely important for the bottom. The instructions suggest that the bottom halves of the wings should be fixed in place before the fuselage. I don't think it really matters which way round you do this as by now I had shed some of my inhibitions about vacform building and joined the fuselage together before adding the wings without even realising I had done it the



Construction of the interior begins with the main vac-formed components



With the interior all painted up it gives you an idea of the amount of detail which will before too long be hidden away for good

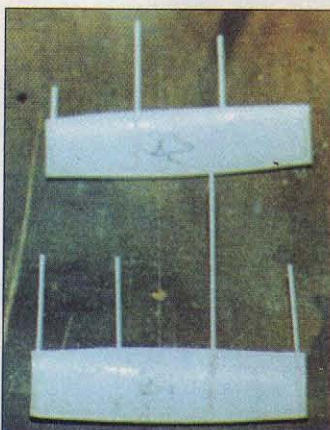
do advise the installation of tabs to aid the joining of the fuselage sides. By doing what I did I killed two birds with one stone. Before joining the two halves together I found it necessary to pack the

wrong way round! Ah well, at least it was all fitting together.

The lower wing halves were glued in place along with the tail plane halves. The trailing edges need some heavy rubbing



The outer wing panels added



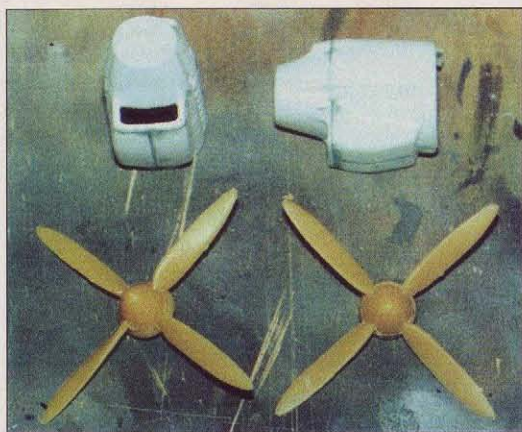
The undercarriage doors with hinges made from plastic strip

down to provide an adequately fine edge. Filler was needed on most of the joints so far, but not a great deal. I am unsure if this is due to the good moulding of the parts or whether I had finally begun to get the hang of vacforms. I would imagine though that it is the former.

The progress so far had been rather rapid with an airframe quickly taking shape in a matter of evenings. I could be assured however that the next jobs would take a great deal of time to sort out, and they did.

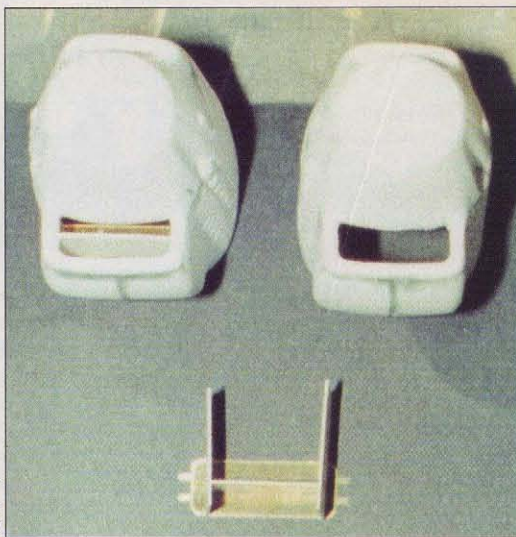
Engines

I had opted to build the M-11 version of this kit which was powered by Daimler



The complete engine units and propellers

One engine nacelle is complete with the radiator matrix, the other has the matrix and the scratchbuilt framework still to be installed



Benz DB 603 which I feel cut a much more dashing outline with its great big 'chin' radiator tubs and enormous broad four bladed propellers. The M-11 variant also had night time exhaust flash damper tubes which also 'do it' for me, sick little chap that I am!

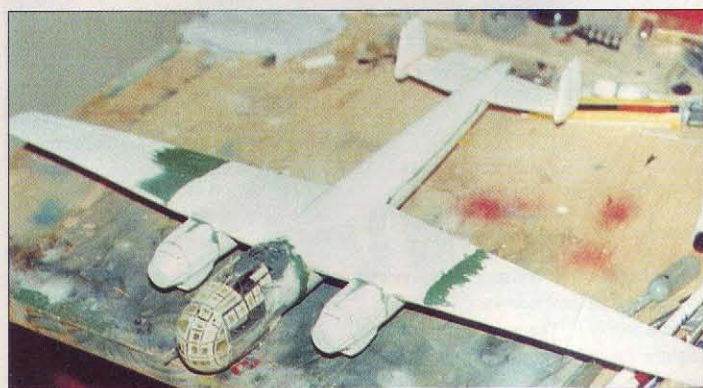
The main engine nacelle is made up of three parts; two side halves and a front portion which also has the immediate

main undercarriage legs to, as does the rear bulkhead, though the support struts are a better idea as the fit of the bulkhead 'step' is by way of a 'V' yoke on the support struts. The result is a very strong undercarriage assembly when fixed in place with five minute epoxy.

The wheels in this kit are vacform and not resin as I had hoped, but, hey, I'm rapidly becoming a vacform veteran. The



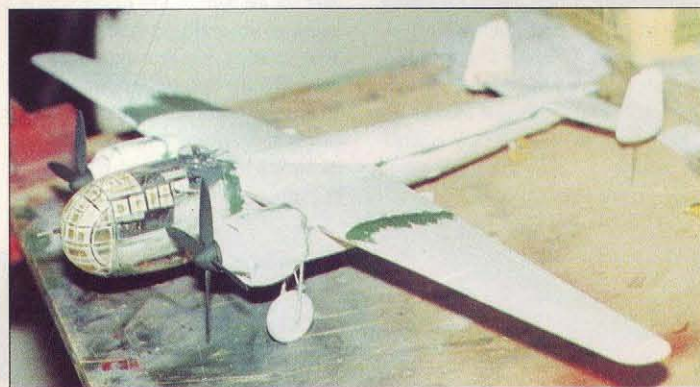
One completed engine nacelle in position



At last, the model takes shape

radiator tub fronts. A hole has to be drilled into the front portions to take the propeller spindles. Once these three parts have been glued together I had to make a little 'H' frame construction to take the brass etched radiator grills and to provide the vent flap. This was a simple but effective process and gives you a good interior look to the radiator tubs.

The nacelle/undercarriage units are made up of four vacform parts, excluding the undercarriage doors which are cut out of the nacelles. Two bulkheads fit into the two halves, each with good interior constructional detail. The front bulkhead also provides you with a strap to fit the



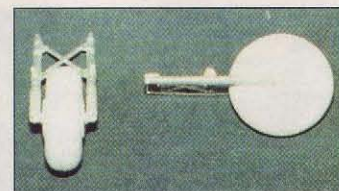
Another view of the completed model before painting commenced

A hole was drilled through the wheel hub and the aluminium sleeve was pushed through and glued with Superglue.

Crew Compartment

This can only be described as one great big nose section and is a whole world of heavens and hells! As I keep wingeing on about the fact that this is the first time I have embarked upon a vacform kit of this size and magnitude, particularly when I had to complete it, no matter what! Building an aircraft with such an awesome and complex interior struck fear into me, but I had gotten this far, hadn't I?

The whole nose section is made up of three main parts; two side halves and a completely glazed nose. All three parts are clear vacformed parts and what in 'satan's pantry' would glue these parts together! Normal poly cements wouldn't touch them, cyanoacrylate would glue them only to 'give up' at a later date (like when being photographed or while being judged). You know the story; PVA =

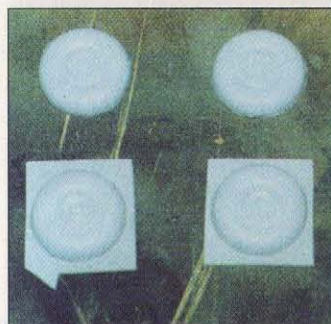


The undercarriage units before painting

forget it! Oh, no Araldite!

Work began by masking out the glazed panels on the transparent front and side sections while they were still in the sheet of acetate from which they were moulded. The reason for this was to avoid the sections flexing and cracking during the masking process. Glazing safely masked out it was back to some very careful scoring and sanding to get the best fit possible. Remember, getting one joint wrong would mean the whole front end being the wrong size and the front glazed section not fitting.

With these parts safely put aside the construction of the interior commenced.



The wheels in the kit are vac-formed and they will require a metal bush in the centre for strength

detail is very good, but the mouldings were quite thin in places and needed strengthening. First of all, once the wheel halves had been cut out of the plastic sheet and rubbed down, was to glue one half of each wheel to a slightly larger disc of 20 thou plasticard and cut down to the tyre size. Then glue the other half of the wheel in place. The hubs would not have been strong enough to hold the weight of the model with the oleo axles eventually ripping through the thin plastic. So an axle sleeve was made from 2.75mm aluminium tube, the inner diameter was exactly the right size to take the oleo axle.



The wheels and undercarriage units in place. No doors have been fitted yet

On first glance the interior equipment on the vacform panels looked a bit on the soft side and was a bit disappointing. However once a coat of paint had been applied the detail leapt out at me. On the port side of the cabin was a one piece moulded section which included the platform for the pilot's seat, throttle quadrant console and an area of flooring behind the pilot's platform. This flooring was inadequate and I therefore cut it out and replaced it with plasticard. The throttle quadrant also has to be removed

and replaced with plasticard as there was a difference in types. I also replaced the rudder pedals and their platforms as again the platforms were not strong enough. As luck would have it, I had complete rudder pedal assemblies from the Dragon Junkers Ju 188 kit spare which were more or less identical to the ones used on the Do217 and also looked much better than the kit ones.

To the front of the port section goes a lower bulkhead similar to that of a Ju 188 and to the rear goes a complete bulkhead with all the radio gear. Again when it came to putting in the etched brass throttle quadrants I bottled out. Spare parts from the Dragon Ju188 came to my rescue once again.

I surprised myself by attempting the vacform armoured pilot's seat because I actually made a very good job of it! Once it was attached to its mounting and painted, some Reheat brass harnesses were applied and it looked as though it could have been injection moulded. The

liquid poly did do a good job of gluing the white plastic interior into the clear fuselage sides.

The rear gunner's seat is a very strange arrangement and requires more careful thought before embarking upon. Three vacform parts make up the seat and tray assembly to which you then have to add a scratch built mounting frame which supports the seat from each side of the cabin. Getting this

Two white metal instrument panels were attached to the side of the pilot's area and the joining commenced. I carefully applied five minute epoxy to the joints as sparingly as possible. A few last

adjustments to the rear gunners seat frame and the two halves went together. The original plan was to tape the cabin together while drying but fearing disaster I ended up sitting for fifteen minutes completely motionless until I felt sure that the epoxy had set! Phew!

No problems had come to light so I passed on to putting in the remaining instrument panels, machine gun and other equipment in the nose section and confidently offered it up to the cabin and of course, it didn't fit. AAAAAAARGH!

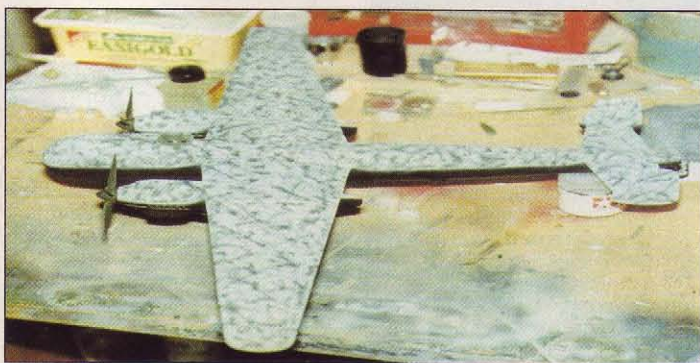
After I had laid the workshop waste for what was probably only minutes but

more, out came the filler. After a lot of work I managed to fair in the bottom of the nose section and no one would ever know that I had gotten it wrong!(We do now - Ed)

The whole cabin section plugs neatly into the main fuselage, but fixing this in place was not going to be straightforward. A lot of weight was going to be levering on that joint as the cabin, with all its white metal and resin turret was probably going to make up a quarter of the model's finished weight. Only one thing for it...five minute epoxy. Once everything was lined up properly the cabin was taped in place..... and then I held it for fifteen minutes just to make sure.

The joint of the cabin to the fuselage was secure and just needed filler to finish the job. Best of all was the fact that I now had a Dornier Do 217 on the work bench. The end was in sight...Baby's first vacform.

The turret position has a vacform ring insert to provide the lip needed to support the turret. This I found a little on the fiddly side and it needs a lot of adjusting once joined to the kit as well as filling around the joint. The turret itself is made up of one resin base part, a vacform glazed dome and a white metal machine gun. I added a Reheat ammunition belt to finish off and once painted RLM 02 grey and detail painted the glazing was fixed in place. The turret was put aside as my



The complete model with the propellers and dorsal turret in position with the overall colour scheme applied. RLM 76 on top with RLM 22 underneath and a mottle of RLM 75 and 81 over the RLM 76

joystick is a two piece white metal affair and is very good quality. At the same time a white metal compass fits to the floor alongside it. Last part to complete the port side is a trim wheel which interestingly is part of the pilot's seat and is mounted at its rear. An unusual design.

The starboard side was made up of four vacformed parts, two of which were the bomb aimer's fold away seat. The other two are a side panel and a side/flooring section. If you have shaped all the interior panels correctly then they should all fit neatly into the fuselage nose sides. I would advise that you take your time lining up the interiors and use pegs to hold the panels in place when gluing in. Actually

lot to fit will be fun and games, I thought! In the end I fashioned the frame out of a piece of brass rod as I guessed strength would need to be optimum if it was going to take a lot of fiddling with during the joining of the cabin sides.

Two more vacform parts needed to be added to the cabin sides before joining; a control console which ran from behind the pilot's seat to the turret along the centre of the roof and a bulkhead which separated the turret area from the rest of the cabin, again in the roof of the cabin. These were welcome additions as they would help in joining the two halves.

I carefully drilled out holes for the side mounted machine guns which I would put in place at the last minute to avoid damage to the barrels during the joining.



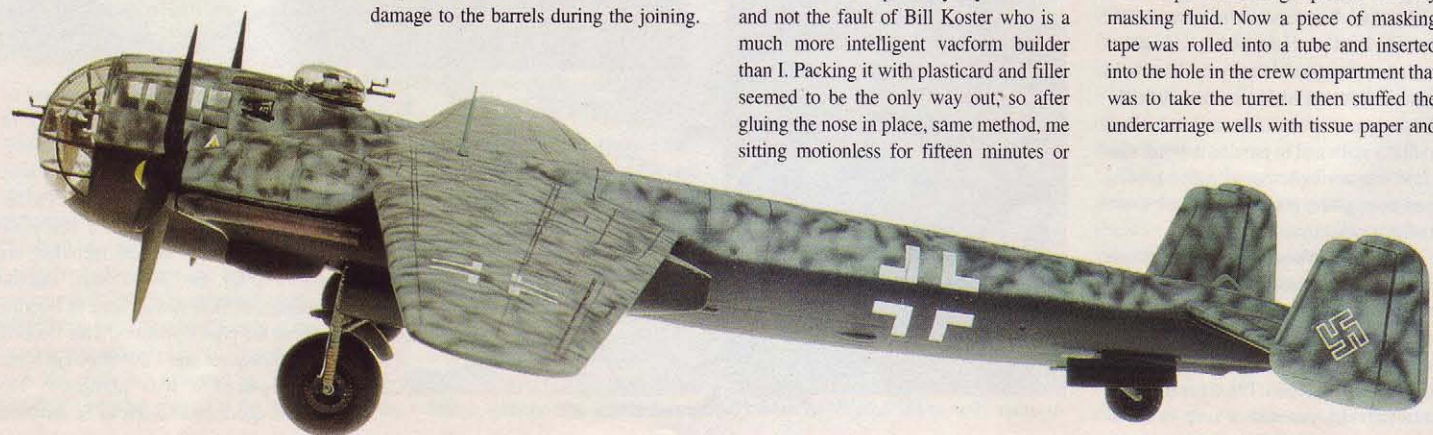
Showing the finished project off. The completed model on the Chiltern Scale Model Club stand at the recent Southern Expo. This big model caused quite a considerable amount of interest

seemed like hours, I returned to the model to see what the problem was and whether I could rectify it. The nose seemed to be slightly too big for the cabin and left nearly a 2mm lip at the bottom. I will stress that this is probably my own fault and not the fault of Bill Koster who is a much more intelligent vacform builder than I. Packing it with plasticard and filler seemed to be the only way out, so after gluing the nose in place, same method, me sitting motionless for fifteen minutes or

attention turned to what to do about painting this absolute monster.

Painting

The canopies had earlier been masked off with strips of masking tape and Rowney masking fluid. Now a piece of masking tape was rolled into a tube and inserted into the hole in the crew compartment that was to take the turret. I then stuffed the undercarriage wells with tissue paper and



the Dornier Do 217 M-11 was about ready for some paint!

The first colour to be applied was not grey primer, and those of you who thought so, take a gold star off your modellers points please. The first colour was RLM 02 Interior Grey because as you will remember the whole nose section is made of transparent plastic and therefore needs to be sprayed the interior colour first. Once that had dried it was time to chop up an old wire coat hanger. The reason for this was to bend it into a 'U' shape and insert the two ends into the propeller shaft holes in the engine nacelles. 'Hey Presto' a handle to hold instead of the model allowing free and easy spraying with Halford's grey primer over the entire model. All this was done, as you can

The Do 217 M-11 is an elusive beast in the form of photographic evidence, even in Manfred Griehl's book; Do 217-317-417, an operational history. This book only really has one good photo of a M-11 and that looks rather bent as it is on its belly in a field after a forced landing. Even a good long poke through the editor's vast Luftwaffe book collection, plenty of drawings but no colour schemes. Of course loads of colour schemes for the Do 217 K-2 complete with markings.

The kit instructions don't give you any clues to colour schemes or designations for the M-11 variant although a decal sheet insert is included with markings for

surfaces were sprayed a basic colour of RLM 76 Lichtblau. The mottle effect on the Do 217 M-11 in the photograph appeared to be a mirror wave of RLM 75 Grauviolet and on top of that a criss-cross of RLM 74 Graugrün. A splendid colour scheme that is really busy and makes the model interesting to look at.

To give the decals a good surface to settle down on a good coat of micro gloss acrylic varnish was sprayed on and left to dry for twenty four hours.

Decals

The decal sheets are Superscale and are excellent quality. The only problem is, what is needed, where does it go and will I win the lottery this week? It's obvious that this sheet is for other kits such as the Do 217 Nachtjäger. In the end I only used the Balkenkreuz and the swastikas. A coat of micro matt and it's all looking very good.

Finishing Off

The four bladed propellers were first of all sprayed yellow on the spinners. The tips were masked off and the whole prop was sprayed Black/green. The flash damper

Fritz X

This is where I made a bit of a mistake. The K-2 variant carried the Fritz X on normal bomb racks on the wings inboard of the engine nacelles. The M-11 however carried the Fritz X on a specially converted bomb bay mounting just aft of the ventral gun position. The kit provides you with the insert to modify the bomb bay to take the little Fritz X but I forgot to put it in and did not realise until after finishing the model... Berk!

Anyway the model Fritz is made up of about twelve vac-form pieces and one resin part which is the rocket motor exhausts and I am sure would look marvellous mounted underneath the Do 217 M-11....damn it!

Conclusion

I did it! My very first vacform model. The trouble is, with a 20 1/2 inch wing span where the hell do I put it. "How about on the sideboard dear?" The silence was deafening.

I enjoyed building this and I feel I have been given a new lease of life in the



appreciate, in the back garden on a day when it didn't seem to be raining. Once a good coat of primer covered the entire model I retreated into the model room and clamped the coat hanger 'handle' into a small vice on my workbench and left the Dornier to dry overnight.

The next day's modelling began about three hours before I had woken up because I had been dreaming of colour schemes for the Dornier, being so obsessed with the fact that the completion of my vacform model was now within my grasp.

A good few hours were now to be spent with my head shoved in as many Luftwaffe books as had hinted they might have colour schemes for the Do 217 M-11.

the K-2. The other letters and number are left for you to sort out. One can only assume that Bill Koster had the same trouble with research.

I know from reading Manfred Griehl's book that the majority of Do 217 M-11s were operated by Kampfgeschwader 100 whose designation was '6N'. The rest is a mystery.

The photograph of the Do 217 M-11 in a field was a best lead on a colour scheme. For the time being I decided to do a type example based on this M-11 and began by spraying the underside of the model black with Holts acrylic car paint. The top

exhaust tubes presented me with a rather nasty problem. These fit into the engine cowlings by way of a 2mm pin. In hindsight I should have drilled these holes out before putting the engines in place because drilling the outboard holes was easy, but the inboard holes were a different matter. Drilling a hole with little more than an inch to spare between the engines and the cabin is not the best recipe for success. So please watch out for that if you are tempted to embark upon this kit.

The undercarriage went in place without any hitches and were finished off with two pieces of this wire which ran down the oleo legs and finished at the wheel hubs in a half loop to represent the brake hoses.

modelling world. I can hold my head up high and say with confidence that "I build vacform kits, don't you know?" So inspired was I that I rescued my old Vac-Wings Heinkel He 51 from the scrap pile and completed it in a couple of days.

Kosters 1/48th scale Dornier Do 217 K-2/M-11 vacform, resin and white metal kit is a beauty. It is a rather forgiving kit, so don't be put off by its size (Unless you live in a one bedroom flat of course). I can really thoroughly recommend the kit to all modellers with experience and to those who wish to start vacform modelling.

I would like to thank Bill Koster for supplying the kit and giving me a chance to experiment and I would like to thank the editor who has proved that he can talk me into anything when I've had a few.

Mitch Thompson

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Bf-109 G-1/6

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1/72 SCALE

AVIA IMPORTS

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4871	Mosquito NF XV conversion (Airfix)	£16.99
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4873	Mosquito P.R. canopy	£2.20
4874	Mosquito bulged bomb bay	£3.75
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4879	F-105 Thunderchief flaps and slats	£6.25
4880	F-105 Thunderchief open gun bay	£3.60
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PARAGON 1/32nd Scale

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1/48	Maachi MC202 cockpit	£10.65
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4801	Belgian F-16 ECM/parahousing	£3.35
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4806	F-16 parahousing (Dutch, Norwegian)	£3.35
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3203	F-16C parahousing (Turkey, Venezuela)	£22.25
3204	Israeli F-16 parahousing	£22.25
3205	Wheelchairs U.S. Navy (1 pair)	£2.25
3207	ACMI pod (Top Gun AC)	£2.25
3208	F-14 TCS pod	£1.70
3209	F-15 intake & antenna covers	£4.00

inSight Details resin gun sights

SD001	1/48th USAAF N-3B (P-51B/C, P-38F-J)	£2.50
SD002	1/48th Japanese type 98 (most WWII Jap AC)	£2.50
SD003	1/48th Japanese type 4 (late war Jap AC)	£2.50
SD004	1/48th USAAF N-9 (P-51D, K)	£2.50
SD005	1/48th German Rev C12D (109G-2, 110, 190A)	£2.50
SD006	NEW 1/48th USSR PAK-1 (I-16/L-2)	£2.50
SD007	NEW 1/48th USSR PAK-1 (LA-5, YAK-1)	£2.50
SD008	NEW 1/32nd USAF N-38	£2.50
SD009	NEW 1/32nd Japanese Type 98	£2.50
SD010	NEW 1/32nd Rev C-12D	£2.50
SD4801	NEW 1/48th 'Tie Pole' Bomb and fuel tank for ME-262 & AR-234	£17.95

REHETE MODELS etched brass and resin accessories

RH01	1/32nd ACES II ejection seat	£6.00
RH02	1/72nd buckle & harness pack	£3.50
RH03	1/48th buckle & harness pack	£2.80
RH04	1/32nd buckle & harness pack	£2.80
RH05	1/32nd Chuck Yeager figure (resin) suit Revel X-1	£5.30
RH06	1/32nd modern USAF fighter pilot	£5.30
RH07	1/32nd modern Luftwaffe Tornado crew, 2 figures, resin	£9.50
RH08	1/72nd aircraft instruments, mod & vint, waterside	£2.80
RH09	1/48th aircraft instruments, mod & vint, waterside	£2.80
RH10	1/32nd aircraft instruments, mod & vint, waterside	£2.80
RH105	1/32nd modern US Navy pilot, resin	£5.30
RH106	1/32nd RAF Tornado crew, 2 figures, resin	£9.50
RH107	1/32nd F-104 Starfighter pilot wearing M2 press suit	£5.30
RH108	1/32nd F-14 Tomcat crew, 2 figures, resin	£9.50
RH109	1/32nd RAF Harrier pilot wearing NBC suit	£5.30
RH120	1/32nd F-86 Sabre pilot, USAF Korea	£5.30
RH121	1/72nd instrument bezels, vintage	£3.50
RH122	1/48th instrument bezels, vintage	£3.50
RH123	1/32nd instrument bezels, vintage	£3.50
RH124	1/72nd instrument bezels, modern	£3.50
RH125	1/48th instrument bezels, modern	£3.50
RH126	1/32nd instrument bezels, modern	£3.50
RH127	1/72nd multiple bezels, mod & vint	£3.50
RH128	1/48th multiple bezels, mod & vint	£3.50
RH129	1/32nd multiple bezels, mod & vint	£3.50
RH130	1/72nd radar & CRT displays	£3.50
RH131	1/48th radar & CRT displays	£3.50
RH132	1/32nd radar & CRT displays	£3.50
RH133	1/72nd cockpit switch controls	£3.50
RH134	1/48th cockpit switch controls, 85 etchings	£3.50
RH135	1/32nd cockpit switch controls, 85 etchings	£4.50
RH136	1/32nd WW2 Luftwaffe fighter pilot	£5.30
RH138	1/32nd USAF fighter pilot, Europe WW2	£5.50
RH139	120mm SR71 pilot	£22.90
RH140	120mm Russian Mig pilot	£19.99
RH142	1/72nd rudder pedals, mod & vint	£3.80
RH143	1/48th rudder pedals, mod & vint	£3.80
RH144	1/32nd rudder pedals, mod & vint	£3.80
RH145	1/72nd cockpit trim wheels, etched	£3.99
RH146	1/48th cockpit trim wheels, etched	£3.99

Rosatelli's Falcon



For twenty years Celestino Rosatelli produced a series of remarkable fighters for Fiat, a series which is generally accepted peaked with the CR-32, one of the most manoeuvrable aircraft ever built and a true 'pilot's aeroplane'.

During the Spanish Civil War the -32 acquired the status of a legend with two Spanish aces, Morata and Sagastizabal, building up scores of 35 and 22 victories respectively on the type. Nevertheless, it is possible to have too much of a good thing. The successes of the -32 in Spain had convinced the Italian Air Ministry that agile biplane fighters were superior to modern monoplanes and they therefore welcomed the CR-42, which demonstrated a sparkling performance with its 840hp radial engine and carried (for a biplane) the heavy armament of two 'fifty calibres' - 12.7mm Safat machine guns. However, the speed pegged out at a little over 270 mph, the range was less than 500 miles and the aircraft had no radio fit whatsoever, the pilots communicating by wing waggling and hand signals! Though moderately effective during the Battle of France, in the Battle of Britain they were sent up against ground controlled Spitfires and Hurricanes where they suffered from a speed deficiency of 100 mph and no effective means of co-ordinating their tactics once in the air. The results can easily be imagined.

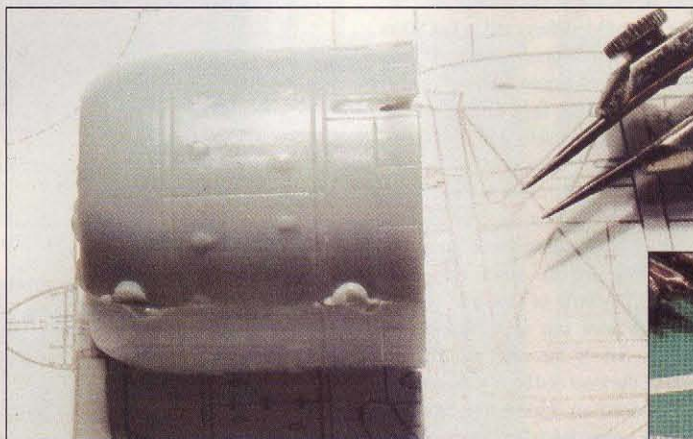
Let no one say that the aircraft was a failure just because of this particularly

poor showing. In addition to its superb manoeuvrability the type was tough and serviceable and used to great effect in its home ground of the Mediterranean theatre, where its pilots earned a reputation for courage and determination in the ground attack, escort and air defence roles.

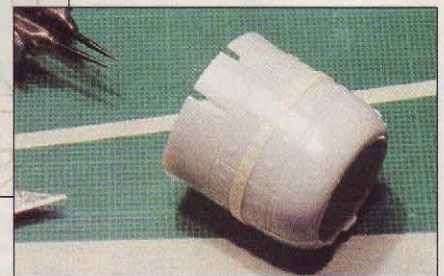
from the Ali d'Italia series by La Bancarella Aeronautica on the CR-42, and therefore was unable to comment on the accuracy of the kit. I'd like to start by putting this matter right.

Firstly, I made a reference to the

frightening. The lower wing is over 5mm too small in chord and 2mm too long in the span, and the cowling is 3mm too long. The vertical tail is incorrect in its outline and the tailwheel housing is far too small, though the tailplane is spot on. There are other marginal errors, though these may be ignored. For example, the upper wing is 1.5mm too short in chord though the span is spot on, and such a small error can easily be ignored. It is possible that the plans are incorrect, but the individual will have to make their own mind up on this. Curiously, these errors are almost



The kit's cowling compared with the scale drawing



A 2mm strip of masking tape was wrapped around the cowling to guide the necessary saw cuts

Regular readers of Scale Aviation Modeller will recall a lengthy "Quick Look" at this kit in the January 1996 issue. At the time that the "Quick Look" was written I had not received my prime reference source, the first monograph

omission of a device over the upper wing's centre section which is clearly shown on the well-produced decal and colour artwork within the kit. I now learn that this was not a normal fixture on the aircraft, in fact the only thing it might be is the generator for the searchlight on the experimental nightfighter versions. My apologies to Classic Airframes for an unwarranted criticism, but why do they show it on their decal instructions? However, one prominent item that is missing is the instrument venturi below the windshield on the starboard side.

Secondly, the beautifully produced 1/48 scale drawings within the monograph have allowed me to check the dimensional and outline accuracy of the model, and it is quite frankly

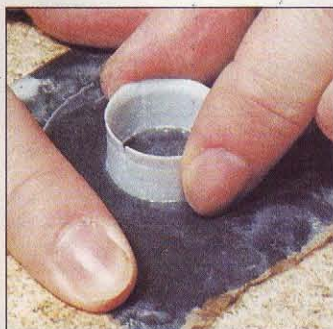
identical (allowing for the difference in scale) with those that are found in the Matchbox (ex Revell) kit to 1/72 scale (or should that be sixth scale?). I decided to do what I could to get the Falco looking right, but I accepted that if I tried to correct all the marginal errors I'd still be working on it by Christmas.

Start with the Messy Bits

First task was to straighten out the upper wing, which is supplied as a single moulding and was badly warped in my example, suffering from excessive dihedral and noticeable wash-out. These problems were easily cured by hot water and brute force.



The centre of the cowling cut out

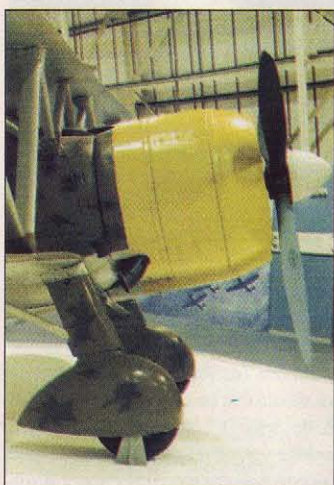


To produce perfectly flat mating edges, the cut surfaces were sanded back like a vac form part



The modified cowling (left) compared with the real thing (below) in the RAF Museum at Hendon

Each of the lower wing panels was cut in half spanwise, through the thickest part of the section, and a 3mm wide strip of plastic card glued in, taking care to produce a true aerofoil section. Why only 3mm? Well, I wanted to get the lower wing in proper proportion to the top wing. If the lower wing was to exact



scale chord, then the top wing would look too narrow and I'd be back where I'd started. Revell Plasto filler was used to bring the modified sections to an even level and these panels were then sanded down. A razor saw was used to take 2mm off the wing roots and the wings, both upper and lower, were then skinned with 5 thou plastic card. My thanks go to

Mike Silk of Modeltoys and to Les Watts for their verbal crash course in this specialised technique, which I hadn't tried before. After final tidying up, the wings were sprayed with Halford's acrylic based car primer.

The cowling halves were glued together and when set a 2mm wide strip of masking tape was wrapped around the centre, between the rows of 'power bulges'. This strip of tape was used to guide the razor saw as a 2mm section was cut out of the cowling. The cut edges of the front and back sections were then sanded back against a piece of wet and dry paper held flat on the bench before gluing them back together. The kit's cowling curves in to the leading edge rather than tapering in fairly sharply, so I painted the front of the cowling and then flattened off the curvature, using the paint (or rather the areas where it was removed) to guide the filing. The most difficult task here was not sawing and sanding but tidying up the cowling afterwards, for it is very easy to remove the tiny power bulges. I think that the accompanying photos explain the techniques better than any amount of text. One final point in this area concerns the exhausts, which are far too small, being barely half the length and two thirds the diameter that they should be.

A 2 to 3mm section then has to be taken off the front of the fuselage, for the cast resin engine is the correct scale length and it appears that Classic airframes have added a bit to the front of the fuselage in order to put the engine in

the correct position within the overlength cowlings.

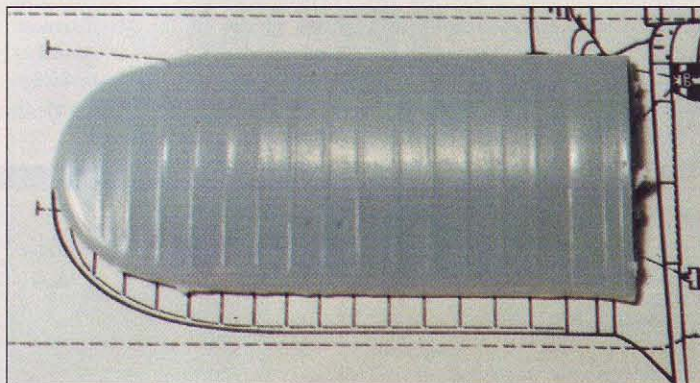
The fin and rudder outline is incorrect, being a little too tall and the side profile of the leading edge is not rounded enough. Fortunately the moulded parts are large enough for them to be filed down to a better shape. The tailwheel housing, moulded as part of the fuselage sides, was simply cut away and replaced with an item made from laminations of plastic card.

The aircraft has a large circular air intake in each of the lower wing roots and this was drilled out while the model bench still looked like a builder's yard. All the various holes for the wing and fuselage struts have to be drilled and this would be an impossible task without the Ali d'Italia monograph to guide the builder. The navigation light positions in the upper wing tips and extreme tail were drilled out as well.

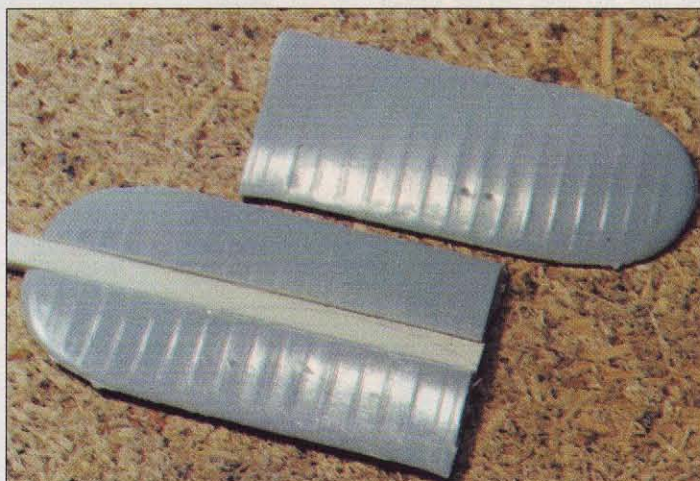
Another task completed before tidying up was to enhance the division between the control surfaces (rudder and elevators) and the tail surfaces, for these lines have the same definition as the panel lines and therefore tend to disappear when viewed from a distance

the smaller parts found in Eduard's super detail sets are hard to handle. Well, in this kit some of the parts are difficult to see, let alone get hold of with even the finest pair of tweezers. Approach the construction cautiously for it might well send you mad! As a fortunate coincidence, I found in my local branch of Beatties a neat set of tweezers with a small but powerful lens attached which was extremely useful when installing some of the more minute parts, though you do need to use a fair bit of force to hold the jaws closed.

The first task was the construction of the front bulkhead, which consists of the shell case collecting bin cast from resin with etched brass rudder pedals and instrument panels. Some of the parts are tiny, notably the two cocking handles for the MGs which are barely 1 x 0.5mm across. Watch out for the resin gunsight for the instructions are not too clear. The lower bell shaped part is the compass housing and has to be painted black and needs an instrument face drilling out plus a dial from a Re-Heat sheet. The gunsight itself is above the bell and is natural aluminium in colour. Leave the gunsight off until after the fuselage has



Gross errors can be seen in the kit's lower wings



A 3mm strip of plastic card was inserted into the wing panel (described in the text)

(like eighteen inches!). I just ran an engraving tool along the existing lines to deepen them a bit.

The Fiddly Bits

I must advise all readers that this kit should only be taken on if you positively enjoy working with etched brass. I frequently hear comments that some of

been assembled, for positioning it as indicated on the instructions means that it lies below the level of the fuselage top, pretty useless for its intended purpose.

The cockpit floor and 'stick are resin castings complemented with an etched brass seat pan and lower fuselage structure. Resin is used for the seat back and the bottle behind it. This bottle was

not cast on the sprue in my kit and a replacement was formed from Contrail plastic rod with straps from five thou plastic card. Etched brass forms the structure visible within the cockpit sides and when these are in place the collecting bin can be added to the front to complete the interior.

It is not possible to miss the kit's limited edition origins when the work on the plastic parts begins, for they completely lack any form of locating pins or studs and have very crude and



The modified lower wings compared with the real one seen at Hendon (inset left)

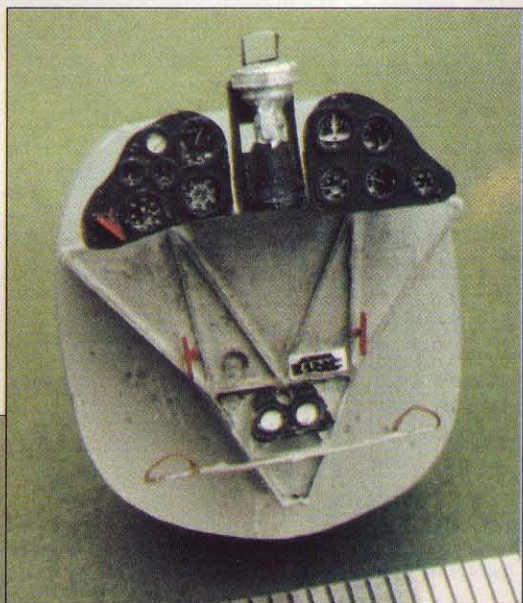
heavy sprues. However, the parts have very delicate surface detail and their saving grace is that 'proper' plastic has been used, which is very easy to work with. The fit of the parts is dependent entirely upon the builder.

I would like to say that after a bad start construction proceeded easily, but it didn't. Starting with the cast resin engine, the etched pushrods are too short to reach the rocker boxes, and the cylinders, being to exact scale length without allowing for the thickness of the kit cowling, are too long to allow the engine to fit. I must also say that the cylinders are rather coarse, for the real engine has delicate cooling fins, though this can be camouflaged by careful painting. These resin parts have to be filed down to fit by trial and error, not the easiest of tasks. Five minute epoxy was used to fix the engine in place, care being taken as the engine dictates the direction in which the cowling points and although the

Falco had both side and down thrust it wasn't oppressively obvious.

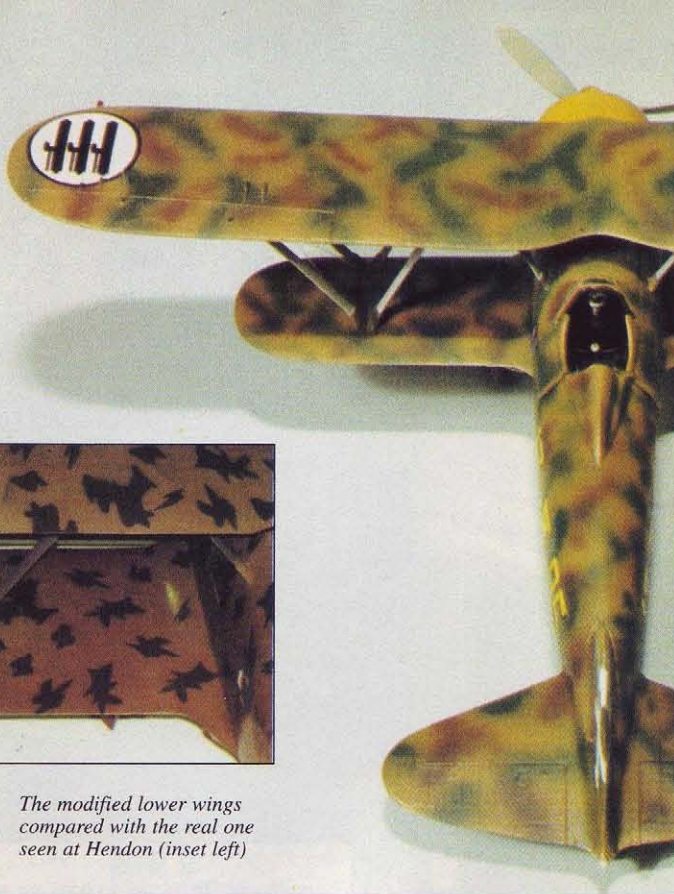
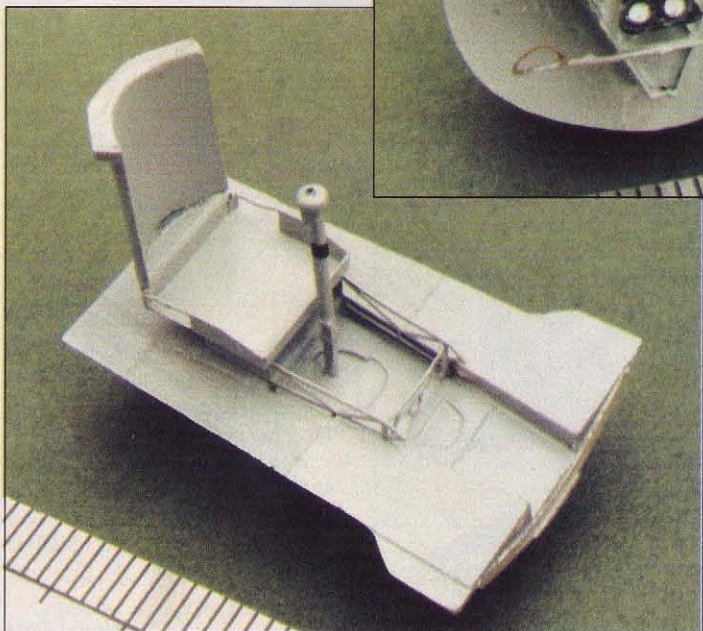
The halves of the horizontal tail fit in place with the simplest of butt joints and much of their alignment is entirely

in the hands of the builder. If you have experience of building flying model aircraft then the need for repeated checking from front, above and side as parts are trimmed to fit will be familiar.



The front of the cockpit is made up from the shell case collecting bin cast from resin, and instrument panels, rudder bar and m.g. cocking handles from etched brass. The 'grubby' appearance is the result of a 'grimy wash' blown up to such an extent - that's a metric rule in the foreground

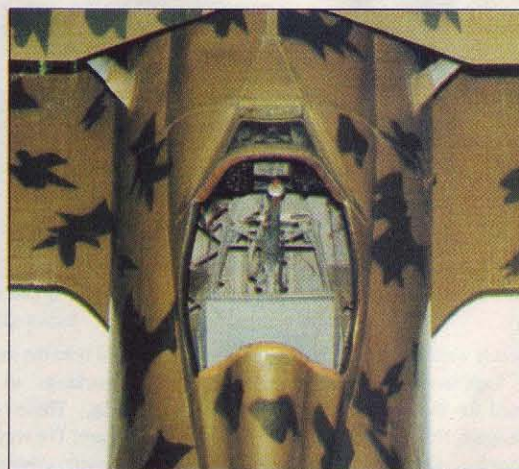
The resin cockpit floor and 'stick' with etched brass seat and structure



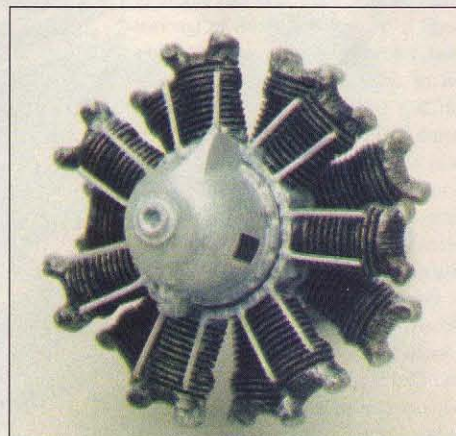
All these checks have to be repeated as the lower wings are fitted, for their straight leading and trailing edges will emphasise any mis-alignment in the plan view. At this time a lot of filler was needed on my model as the wing root fairings did not match the revised wings. Note here that although the wing chord was way out the area of the fuselage covered by the fairing is spot on, so I masked off the fuselage with tape before the filler was added to control the task.

The limited run aspect of the injection moulding only becomes really irritating where the 'Warren Girder' struts are concerned, for Classic Airframes have made no effort to allow for their 'chamfered' ends. In addition to this, the centre section 'N' struts are far too long and place the upper wing well above its true scale position. All the builder can do here is work from the plans and individually trim the centre section struts to fit properly. I opted to fit the struts to the lower wing and fuselage and leave the upper wing off until after painting, though the reader will have their own views on the easiest approach to this stage of assembly.

The Falco then had the cowling front and the cockpit opening carefully stuffed with damp paper tissue to mask off the engine and the interior and the entire model was sprayed with Halford's Acrylic Car Primer to allow a final check of the finish to be made.



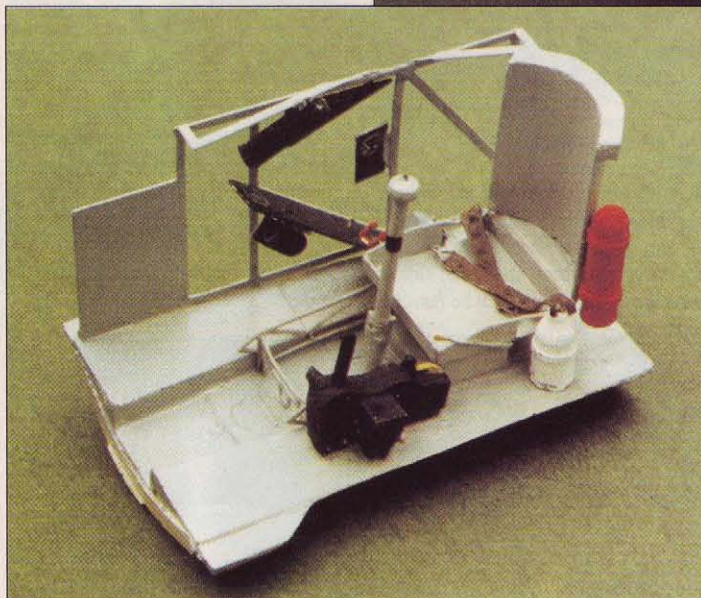
This single photo made the trip to Hendon worthwhile, for it shows so much of the interior, also the particular shade of pale grey used, which has slight blue tint



The cast resin and etched brass engine in close up

Final Steps

I personally interpreted the colour scheme of the Belgian based aircraft of 83 Sqn, 18 Gruppo, 3 Stormo as follows, and provide the following for the sake of information rather than a recommendation. Xtracolor paints were used throughout. The cowlings and spinner were sprayed RLM Gelb 04 (X213) and then masked off prior to the fuselage and upper surfaces being sprayed RLM Sandgelb 79 (X209, the paler version, not the duskier 79a). RLM Grün 80 (X215) and Czech MiG23/29 Red-Brown (X619) were applied as a 'streaky mottle' and then the upper surfaces were masked off and RAF Light Aircraft Grey (X15) sprayed on to complete the job. The various struts were brush painted in the latter colour and then the upper wing was fitted in place, using cyanoacrylate first to tack-glue the wing and then five minute epoxy to secure and fair in the joins. A final touching in of the paintwork and the



The resin cockpit floor and 'stick with etched brass seat and structure

decals were applied.

I am unsure about the shade of blue used for the fuselage 'axe and fasces' insignia, for although it is a very close match to the aircraft seen in the RAF Museum at Hendon I personally think it is too dark. This presents a dilemma that I imagine many modellers are familiar with- build it 'right' and feel unsure or build it 'wrong' and finish in ignorant bliss. I'd rather be happy, so purchased a set of decals (M.S.A.P. 4853) for the MC202 from Hannants which had a number of pairs of fuselage markings, plus as a bonus some infinitely better 'House of Savoy' crests for the white cross on the tail and (if you see what I mean) a very tasty Folgore on the Russian Front.

Propagteam have produced the kit decals and these were for me an education, for they are incredibly thin and flexible. Although they fit superbly without any silvering they are not the easiest decals to use, being prone to wrinkle and they need a lot of water to be

flooded onto the model surface to allow the markings to be 'floated' into position. These decals don't slide anywhere! The way in which the images are closely crammed together on the sheet does not help, for the printers have not left any surrounding area of empty paper which can be gripped with a pair of tweezers when the transfer is being

positioned. The white sections are not really opaque and many will consider painting these directly onto the model.

Final details were added, the missing venturi being rescued from a Hasegawa MC202/205 (I've one of each 'in store'), and navigation lights and bracing wires were from heat stretched clear sprue.

Summary

Well, I was really keen on this kit when I first saw it, and am very happy with the finished result. However I could have

done without the grief in the middle. It does seem that Classic Airframes have dropped a clanger of monstrous proportions but I would say that one great thing about mixed-media kits is that, if the manufacturer wants to, they can correct the situation without too much upheaval for the moulds are comparatively simple. (This is why cast resin, cast metal and vacuum forming is so popular amongst the 'after market accessories' world). May I make an open comment to Classic Airframes which is meant entirely constructively?

There are two 'media' which are not used in these kits and could be of great benefit- cast white metal or pewter, and styrene vacuum forming. If these two were taken into your operation I suggest that the kit could be corrected in the following fashion; new resin castings could be created with lower wings of the correct shape and a corrected tailwheel housing, and while you're at it how about some resin 'bulged wheels' which would suit this aircraft to a 'T'. Secondly, a cowling to the correct length could be produced as a vacuum forming, and finally white metal parts could be introduced to provide corrected centre section struts, exhausts, pushrods, the missing instrument venturi, and tidier looking engine cylinders.

In the meantime I can only recommend the Classic Airframes Falco to those who may not be bothered by the inaccuracies, or those modellers skilled enough to take these corrections in their stride, or pedantic masochists (who said, like the writer?)(I did-Ed) who are determined to include this neat little example of Latin charm in their



collections. I would certainly recommend the Ali d'Italia monograph as essential to anyone wishing to build this or any other Falco.

My thanks to Modeltoys of Kingston Road, Portsmouth. The Ali d'Italia CR-42 monograph by La Bancarella Aeronautica came from Midland Counties Publications.

David Batt

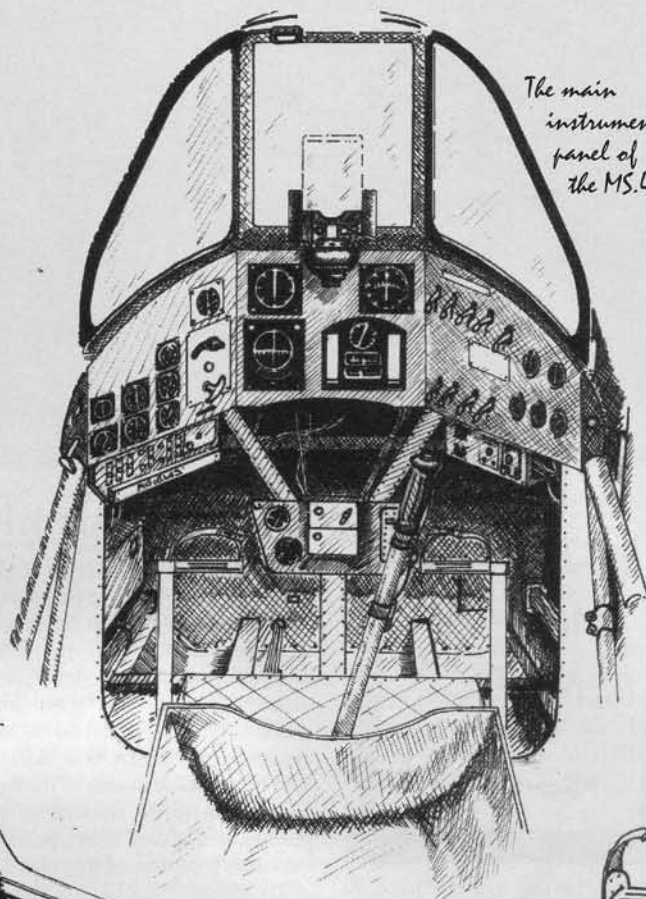
SCALE AVIATION MODELLER

The Morane Saulnier MS.406

Aircraft Sketchpad

by
Steve Benstead

In the second of this series, aviation artist Steve Benstead takes a look at the interior of the Morane Saulnier MS.406.

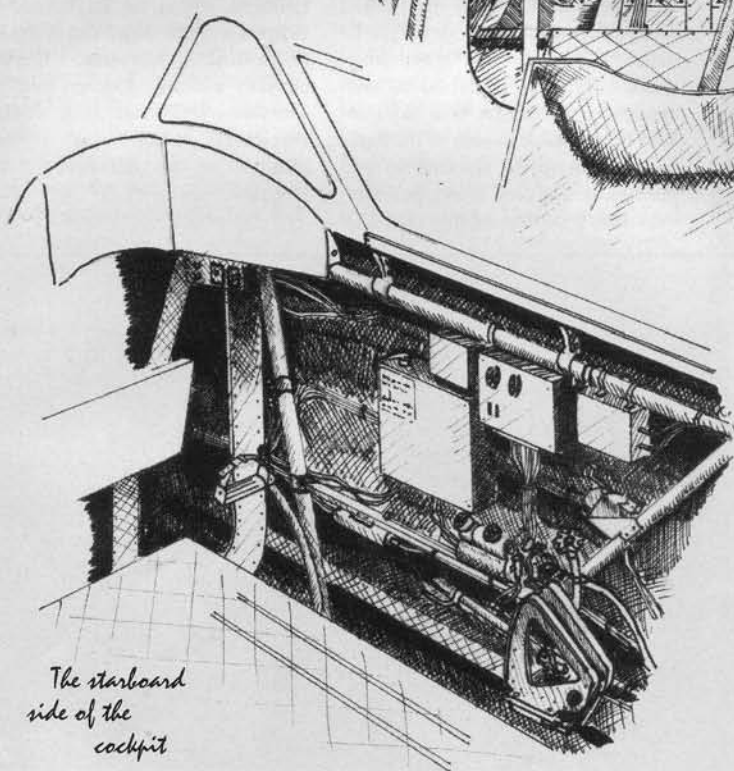


The main
instrument
panel of
the MS.406

Colour Notes

It is most probable that the interior of the MS.406 was the same colour as the lower surfaces. In that case it is Gris Bleu Clair which was in a matt finish. This colour can be obtained in the Xtracolor range (X389) or from AeroMaster (101).

The instrument panel was also in this colour and only each individual instrument face was black. The switches were usually bare metal with a black tip and the two 'T' handles to the left of the panel were red. The gunsight is black with a tinted lens and it has the usual leather crash pad on the bottom front edge. Most of the ancillary equipment on the sidewalls was natural metal and the tops of the throttle levers are natural wood. The undercarriage selection and flap levers probably have red tips to each and all the electrical junction boxes on the port side are likely to be black. The placards are aluminium with black lettering.

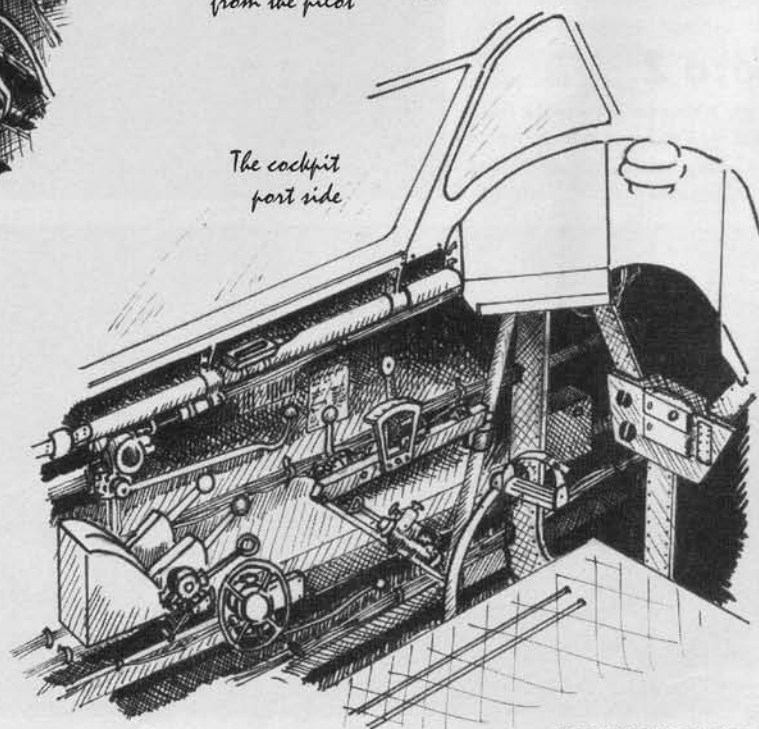


The starboard
side of the
cockpit

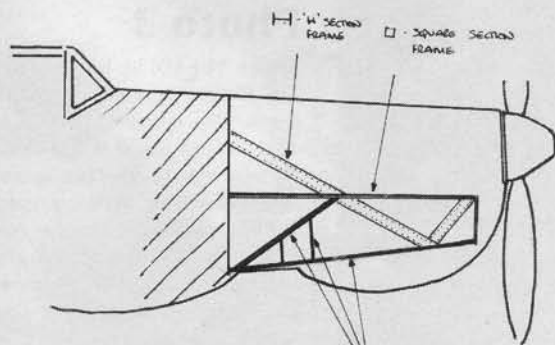
This inset of the
rudder pedal
illustrates the
way in which it
curves away
from the pilot



The control
column is
also curved,
however this time it
comes towards
the pilot



The cockpit
port side



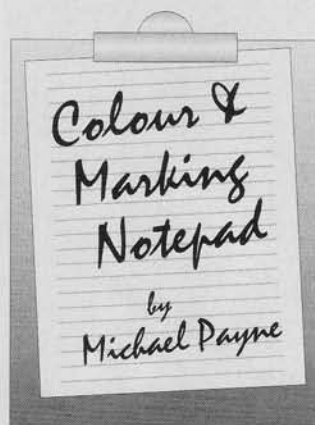
The engine mounts for the MS.406 are very sturdy and simple. I suspect that the aircraft was designed to take as many different engine types as possible so that its export potential was that much greater

NEXT IN THE SERIES
Kawasaki Ki-45 Toryu (Nick)



Photo 1

This was an early production Anson, seen flying over Newcastle in its original aluminium/silver dope finish, with Type A roundels in bright colours in all six positions. Early examples had the broad, raked windscreen design which was reworked on later models. Some photos from this period show Ansons with 42 inch serial numbers on upper as well as lower wing surfaces. All numbers were in the 'Square' style. The Squadron number 92240 was black, but the aircraft's individual letter (V) was in the Flight colour, with a black outline. The tone does not match the red spot in the roundel, so it was probably blue or yellow. Just inside the door a copper-coloured extinguisher was clipped to the framing and below the door on the small blister fairing for the flap mechanism, all Ansons carried a stencilled command "NO STEP". The Armstrong Whitworth turret could mount a Vickers Gas Operated (VGO) machine gun. Similar turrets were fitted to some Oxfords - and to early Whitleys. (Via Saunders)



Exercise in 1948. The Squadron belonged to the Odiham Wing. Perhaps a reader can supply the numerals of the TG - serial, which appeared on each tail boom and under the wings. The standard camouflage was Ocean Grey, Dark Green and Medium Sea Grey in the usual disruptive pattern. There were Type C roundels on upper and lower wing surfaces, Type C1 on tail booms and appropriate flashes on both sides of both fins. A small portion of the flash appeared above the tailplane on the inner faces. The code letters, probably stencilled, were Sky and they read ZY-

A on both sides of the nacelle. The A would be repeated, large, in black on the nosewheel door. At this date many Vampire Squadrons began to display a badge on the nose. Having served for long periods in the south west No. 247 Sqn. badge included a sun for Cornwall, a lion for Devon and an Oriental script to record that it was the China-British Squadron. It was probably a decal. Modellers note the anti-shimmy 2-tread twin contact nosewheel, which was perhaps identical to the tailwheel of the Mosquito. (Via Brady)



Photo 2

ZY-A was a Vampire Mk 1 of the first squadron to be equipped with the type, No. 247. This photo was probably taken during the annual Defence



Photo 3

Spitfire Vb, AD130, belonged to No. 316 (Polish) Squadron. It failed to return from operations on 12 April 1942. At this period it was based at Northolt with the other two squadrons of the Polish Wing. In clear weather, on this Sunday, they had flown as escorts to a formation of twelve Stirlings, attacking the railway junction at Hazebrouck, to the south of Cassel. SZ*E was one of thirteen RAF fighters lost. Fg. Off. Bernard Karol Buchwald was taken prisoner; he now lives in Poznan. The Debden Wing covered the bombers' withdrawal.

Apart from the slightly stylised 'S'



and the small serifs on the 'Z' all the markings on this Spitfire are normal for April 1942. The camouflage pattern was in Ocean Grey and Dark Green, with Sky spinner, tail band and codes and Medium Sea Grey under surfaces. The 'owl' triangle badge of this Warszawski squadron can be seen above the 'E' and the Polish Square appears below the exhausts. National markings were standard; it was not until June that their style was changed by reducing the width of white and yellow bands, producing the Type A.1 and C.1 roundels. (Jean-Charles Verrycken)

Photo 4

Before it was restored to airworthy condition, to take its place on the historic air show circuit, Spitfire II P7350 was kept with other classic aircraft at RAF Colerne, near Bath, where I took this photo on a dull, cold and very windy Battle of Britain Open Day in (I think) 1960. The crowd of unsupervised children were misusing the aircraft in a distressing way.

The markings were in typical wartime (Post 1942) style, but strangely the grey camouflage areas

were in Medium Sea Grey instead of Ocean Grey. Spinner and tail band were normal Sky. Somewhere in the cockpit area I recall a plaque which recorded that the Spitfire had been set aside for preservation by a scrap dealer named Dale. The cockpit hood was missing (taken by one of those awful children perhaps) but the basic airframe was in a reasonable condition for restoration. (Author)

Photos 5 & 5A

On a brilliant day in 1962 the RAF

marked the 50th Anniversary of military flying in Britain with an air display at Upavon, not very far from Larkhill where it had all begun. This display provided one of the earliest public appearances of the Hawker P1127, which developed into the Kestrel, then the AV-8 and the family of Harriers.

XP831 is now exhibited in the Science Museum, London although it belongs to the RAF Museum. Back in 1962 it was in overall pale cream (not an official RAF colour) with entirely standard RAF markings and black serials. The inflatable rubber intake lips were dull black, as were the small APU that has popped out near the fin fillet. Although the metal base around the sliding hood was cream, the rest of the framing was natural metal. From memory the lettering on the nose was either blue or green rather than red. The forward (fibreglass) nozzles were grey; those under the wing were in deep shadow - probably scorched metal. On the ground in photo 5 can be seen the red and white striped intake covers near the stepladder. Note the normal ejection seat warning triangles below the cockpit. (Author)

Michael Payne



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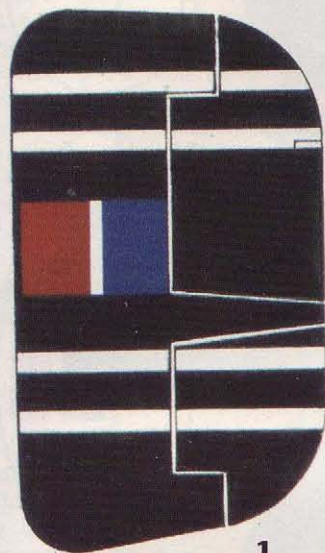
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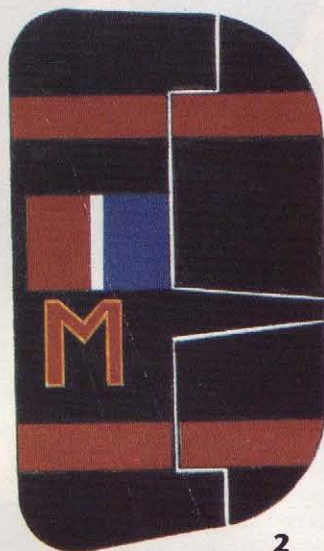
There is no doubt that when it comes to modelling aircraft of World War Two, fighters form more attractive types due to the fact that it is not difficult to carry out a little research that reveals some area of colour or bright insignia that relieves the dull uniformity of camouflage finishes. That is of course as it should be, green and brown, green and grey, black or grey dope schemes were

Brighten up your BOMBERS

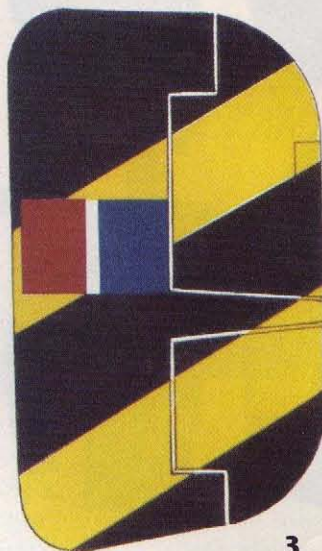
Handley Page Halifax No.4 Group Tail Markings



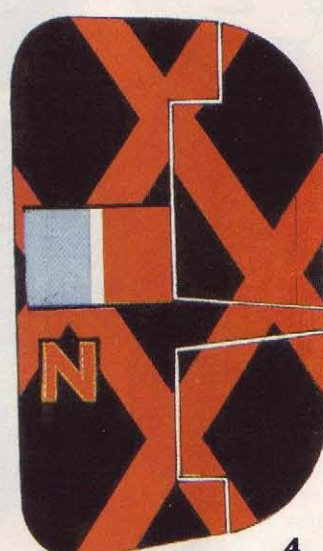
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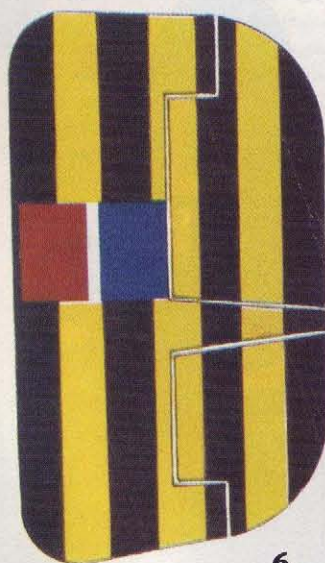
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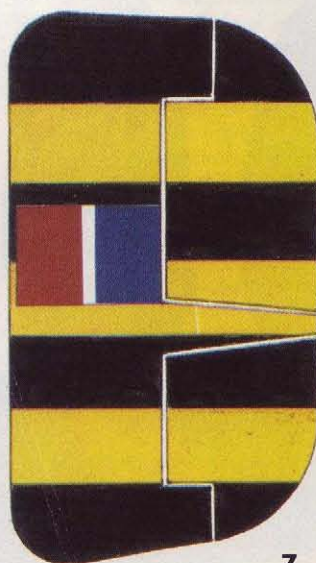
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5



6



7



8

intended to prevent machines standing out, but modellers want something to lift their latest masterpiece out of the ordinary and still remain authentic.

The answer may well be to build a Lancaster or Halifax bomber with the bright tail finishes introduced for daylight operations in the closing days of WWII, something one sees very little still at model shows, perhaps because of a lack of accurate information. This feature attempts to rectify this.

It is important to note that the colours used were for the most part,

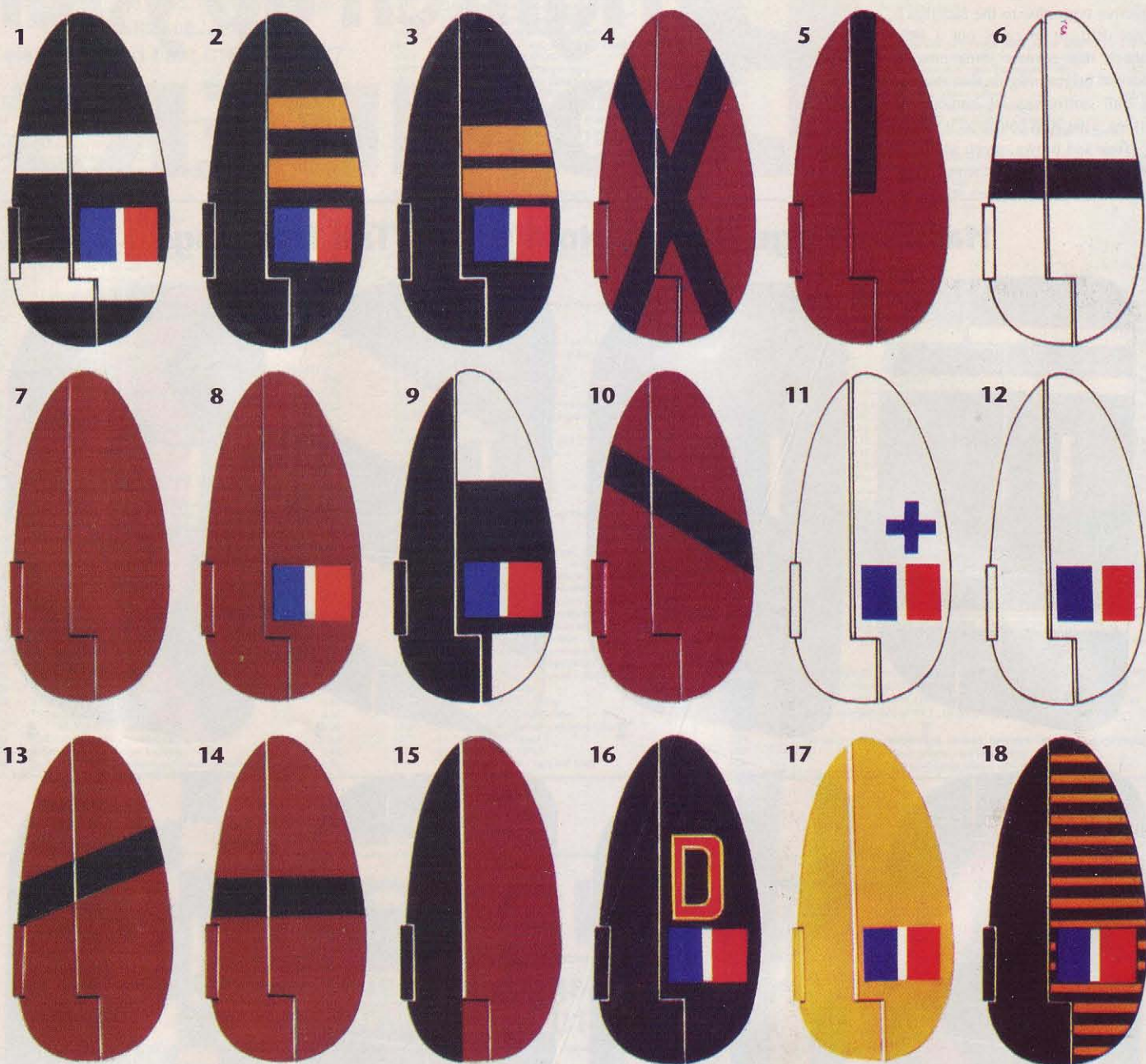
those of the dopes which were to hand, namely those used for national markings, although a close study of photographs does reveal that the "red": of Lancaster fins finished all over was much more of a brick shade, since it contrasts with the red of the fin flashes in pictures, even though this was the dull "indian red" of the time.

The adoption of these markings by the Halifax and Lancaster was for two totally different reasons, on the first being adopted by No. 4 Group between 1944-45 to enable them to formate within the huge numbers then

- KEY**
1. No. 78 Sqn. Mk.B.III.
 2. No. 102 Sqn. Mk.B.VI. Fuselage codes were also outlined in yellow. Examples: DY-K RG510, DY-M RG505 and DY-O RG481.
 3. No. 158 Sqn. Mk.B.VI. Example: NP-B PP169
 4. No. 346 (Guyenne) Sqn. The fuselage codes, yellow outlines like that in the fin, were in a brighter red than that used by British Squadrons, as were the tail devices. Note also that the blue was lighter than the usual RAF wartime shade. Accurate BS and FS values are not available.

5. No. 347 (Tunisie) Sqn. Mk.B.VI. and B.III. Another French unit with differing colour values. Fuselage codes lacked outlines. Examples: L8-G RG669 and L8-P PP135 also PN167 "Miquette" which lacked an outline to its fin letter; there being none on the fuselage.
6. No. 462 Sqn. Mk.B.III. Fuselage codes lacked outline.
7. No. 466 Sqn. Mk.B.III. Fuselage codes lacked outline.
8. No. 640 Sqn. Mk.B.III. Fuselage codes outlined in yellow.

Avro Lancaster G-H Tail Markings



taking part in massive daylight attacks. Not shown here are the tail markings of No. 10 Squadron which are reported to be of several types, including a large hollow diamond, three vertical white bands, and two or three carried horizontally as alternatives.

No photographs of these seem to have survived, and only one is known showing the other "mystery marking", that of No. 78 Squadron which consisted of two narrow white bands fairly widely spaced across the top of the fin and rudder, and a further pair near the bottom.

Far more colourful and in greater variety were the vertical tail surfaces of daylight raiding Lancasters, those marked in this manner being so picked out to show that they were equipped with "G-H" blind bombing equipment. This consisted of GEE

radar equipment operating in conjunction with an airborne transmitter-receiver and a pair of ground stations acting as beacons.

Of course from a modelling point of view it is important that some care be taken to match up the colours of all these with national markings as already explained, while the method of applying them must depend on individual choice. If an airbrush is to hand, this is certainly the ideal, although if the areas are marked off with low-tack masking film, careful hand painting should do the trick almost equally well. While of course since the shapes are all geometric, cutting them out with a scalpel and steel straight edge from decal sheet is another possible solution.

Peter Cookley

KEY

1. Special Duty Flight, Bonbrook. Believed, No. 460 Sqn. of No. 1 Group.
2. Nos 15, 90, 194, 159, 218 and 622 Sqn's had them on both fin faces.
3. No. 75 Sqn. with No. 3 Group.
4. No. 44 Sqn. with No. 5 Group.
5. No. 57 Sqn. with No. 5 Group. Some extended full height of the fin.
6. No. 97 Sqn. with No. 5 Group.
7. No. 106 Sqn. with No. 5 Group.
8. No. 106 Sqn. when fin flash was retained.
9. No. 227 Sqn. with No. 5 Group.
10. No. 227 Sqn. alternative G-H marking.
11. No. 463 Sqn. Early form with No. 5 Group.
12. No. 463 Sqn. Showing later form with blue cross deleted.
13. No. 619 Sqn. with No. 5 Group.
14. No. 630 Sqn. with No. 5 Group.
15. Alternative No. 630 Sqn. marking.
16. Example of No. 5 Group repeat of individual letter on fin. Examples: (No. 463 Sqn.) JO-D RE175 and JO-Z RA542. (No. 467 Sqn.) PO-S R5866 - with a large dark red "S" immediately above the fin flash.
17. Example of short lived identification marking for daylight operations on selected aircraft.
18. Master bomber marking. Example: Mk. B VI F2-V ND673 (No. 635 Sqn.).

The Nieuport-Delage Sesquiplane Fighters

In 1919 the French Military Aviation instigated a programme for replacement of all existing aircraft in service, most of which originated in WWI. Whilst not ideal the Nieuport-Delage type 29 was chosen to begin the process of modifying the fighter force and eventually completely re-equipped the 1st

protection for the fuel tank, provision for the fitment of the semi-automatic Duchatellier D3 camera for the photo-recon role and an armament of 4

(the Nieuport company made the 'sesquiplane' formula famous during WWI with its type 11,16,17,21,24,27 & 28 fighters).

flying characteristics began proving difficult for the average service pilot. In general all Nieuport-Delage type

and 3rd Fighter Regiments.

In 1920 a more demanding fighter specification was issued, the main requirements being a 3 hour flight duration and a 8,500m service ceiling. Again, no design submitted was entirely satisfactory but the need to replace the remaining WWI types with a fighter superior to the type 29 led to an order for 80 each of the SPAD 81 and Dewoitine D1.

In 1921 a further re-organisation of the Air Arm was introduced which projected an expansion within 7

years to 220 squadrons, 76 of which were to be equipped with fighters. This was amended in 1923 to 60 fighter squadrons in 8 years.

A new fighter was urgently needed to meet this expansion, and yet another specification was drawn up in 1921 to be superseded in 1923 with an amended 1920 specification. This called for a flight endurance of 3 to 4 hours at cruising speed, a more powerful engine than the Hispano-Suiza HS 300hp currently in use, some kind of



*Ni-D622 (numbers unknown)
of the 9^e Escadrille (SPA81) of 3^e
R.A.C., Chateauroux circa 1932*

machine guns, a layout of 2 Vickers in the nose and 2 Darnes in the wings, each with 500 RPG was suggested.

In response several companies constructed prototypes at their own expense and eventually 12 different aircraft were delivered to Villacoubly for evaluation, a process which started in September 1924.

The body was made by the so called 'bi valve' coque method (as was the type 29), which is where the body is made as two similar but handed halves joined together along a horizontal line. The halves being made from strips of cross grain tulip wood which when joined were reinforced internally by plywood frames and spruce stiffeners, the finished structure being both light and strong. The power was provided by an Hispano-Suiza 12Hb V 12 cylinder

42,62,622,629 fighters possessed little manoeuvrability and were considered dull and heavy being known as 'wooden horses'. The types 42/62 in particular were unstable at high angles of attack with a tendency for stalling with little or no warning, which was very difficult for the pilot to correct, all of the control surfaces being too small. The aircraft had to be flown all of the time as there was a tendency to go into a dive during turns and ordinary spins



*Ni-D62 (numbers unknown)
of the 6^e Escadrille (SPA84) of 2^e
R.A.C., Strasbourg circa 1933*

The Nieuport-Astra entrant was given the type designation 42. This designation had already been allocated to their racing single seater used in 1923 to establish a new world speed record and the new type 42 fighter was a direct development. Initially flown as a Parasol monoplane by the time it reached Villacoubly it had acquired a 'Sesquiplane' configuration. The term 'Sesquiplane' means more than one and less than two and is a term usually applied to aircraft with 1 and 1/2 wings

engine rated at 500hp.

There was no outright winner at the end of the trials. The type 42 possessed the highest speed and climb and placed at the top of the list but its handling qualities were criticised.

It was eventually decided to order a small quantity of three different types for service evaluation, however due to budgetary constraints it was not until January 1927 that orders were placed for 25 each of the Nieuport-Delage 42, Gourdou-Leseurre 32 and the Wilbault 7.

The type 42s spent most of their service life with the 5e Escadrille of the 34e R.A. (SPA 31), where their bad

quickly turned into flat spins causing several fatal accidents. There was also a tendency to wander, making formation flying difficult.

Pilots found the type 42 difficult to land due to poor undercarriage suspension, resulting in ground loops and nose overs, a problem carried over to the types 62 and 622. The 629 with its more modern suspension corrected this problem.

Late in 1927, type 42 No. 23 was returned to Villacoubly where it was subjected to modifications, which included lengthening the rear fuselage, enlarging the tailplane, fin and rudder. The armament was also reduced to the

two machine guns in the nose (although I have seen no photographic evidence of four guns being carried on

*Ni-D622 (numbers unknown)
of the 10^e Escadrille (SPA124) of 2^e
R.A.C., circa 1932*

service aircraft). This aircraft served as the prototype for the 62, after testing an order was placed for 25 on the 21st February 1928, the first two being delivered to the 2e RAC at the end of that year. Some of the bad flying characteristics of the 42 survived in the new fighter and the accidents still occurred especially during formation flying, for instance on the 25th of September 1931 two 62s from the 2e RAC collided, one pilot was killed whilst the other, Sgt. Motte, was able

pending investigation. Again the old problem of inadequate control surfaces came to light and a modified wing was produced in which the ailerons ran the complete span of the wing. The chord was also reduced by cutting back the leading edge without affecting the rest of the wing or its attachment to the

latter was reduced in 1934 in favour of type 50 629's, 62 aircraft were supplied to the Navy. Production was concluded in January 1935, production averaging 75 aircraft per year.

The entry into service of the RAF's first 200mph aircraft, the Hawker Fury, showed just how inferior French fighter equipment was. In a short term effort to improve the situation, until the appearance of more advanced aircraft, a

equipped provisional defence units manned by reservists (ERC units), and at the outbreak of WWII, there were 135 type 62 and 622 and 18 type 629 still available but by the Armistice this was reduced to 17 of all types.

Mention should be made of a further variant, this was the type 52, which was the same as the type 62 but of all metal construction. It also carried its radiator beneath the engine instead of the

*Ni-D629 (Military Serial R8-9)
of the 2^e Escadrille (SPA12) of
GC1/6, Rhiems circa 1932*

to parachute to safety.

Further orders were placed on the 21st of October 1928 for 100 and on the 24th July 1929 for a further 140. The Navy receiving 50 in 1930. A total of 315 type 62s were produced and were numbered 26 to 340 a small number were exported 2 going to Turkey and 3 to Rumania. In an attempt to improve performance the original wooden propellers were exchanged for Levasseur and Ratier metal ones, which made little or no difference.

fuselage. This enabled the centre of gravity to be moved forward.

The new wing was fitted to type 62 No 151 which became the prototype for the type 622. Resulting tests proved the new wing satisfactory and the Hispano Suiza 12Md engine was fitted as standard. An order for 180 of the new

622 type No 592 was re-engined with an Hispano-Suiza 12Mdsh V12 engine fitted with a Szydowski-Planiol supercharger, driving a two blade Ratier metal propeller. This aircraft became the prototype 629 for which an order for 50 was placed in 1934. The 629 featured Messier Oleo-pneumatic shock absorbers. Delivery began in March 1935 (at the same time as the Dewoitine D500), equipping the 6e Edcadre.

undercarriage legs. One hundred and Twenty-five were built under license by Hispano-Suiza Aviacion at Guadalajara, these were the only Nieuport-Delage fighters to see action with the Republican forces in the Civil War, 19 being shot down between the 23rd July 1936 to the 24th December 1936.

Peter Green

*Ni-D62 (Military Serial R5-41)
of the 2^e Escadrille (SPA26) of 2^e
R.A.C., Strasburg circa 1931*

At the beginning of 1930, whilst making an acceptance flight at Villacoubly, test pilot Paulhan was slightly injured in a crash which resulted in acceptance of the type 60's being suspended

type was placed in September 1930, priced at 175,000F each, two further orders were placed in 1931 and 1932 for 88 and 90 respectively, although the

During the early 1930's the Nieuport fighter was the French fighter force, for instance in 1931 they equipped 22 of the 32 operational fighter units. Withdrawal began in 1936, aircraft being transferred to North Africa or to instructional centres. They also

Source Material

1. L'Aviation de chasse française 1918-40 by Jean Cuny and Raymond Danel, published by Docavia
2. Guynemer et Ses Avions (de SPAD au Mirage) by Myrone N. Culch, published by Myrone N. Culch
3. Del'Aeronautique Militaire 1912 A L'Armée Del L'Air 1976 by Myrone N. Culch.
4. L'Aviation Republique Espagnole by Patrick Laureau, published by Docavia
5. The Speed Seekers by Thomas Foxworth, published by MacDonald and James.
6. Nieuport-Delage '1' Les Sesquiplans De Chasse, by R. Danel.
7. Pictorial History of the French Air Force Vol.1, by Andre Van Haute, published by Ian Allen.
8. L'Aviation Française 1914-1940 Ses Escadrilles - Ses Insignias, by Commandant E. Moreau-Berillon.

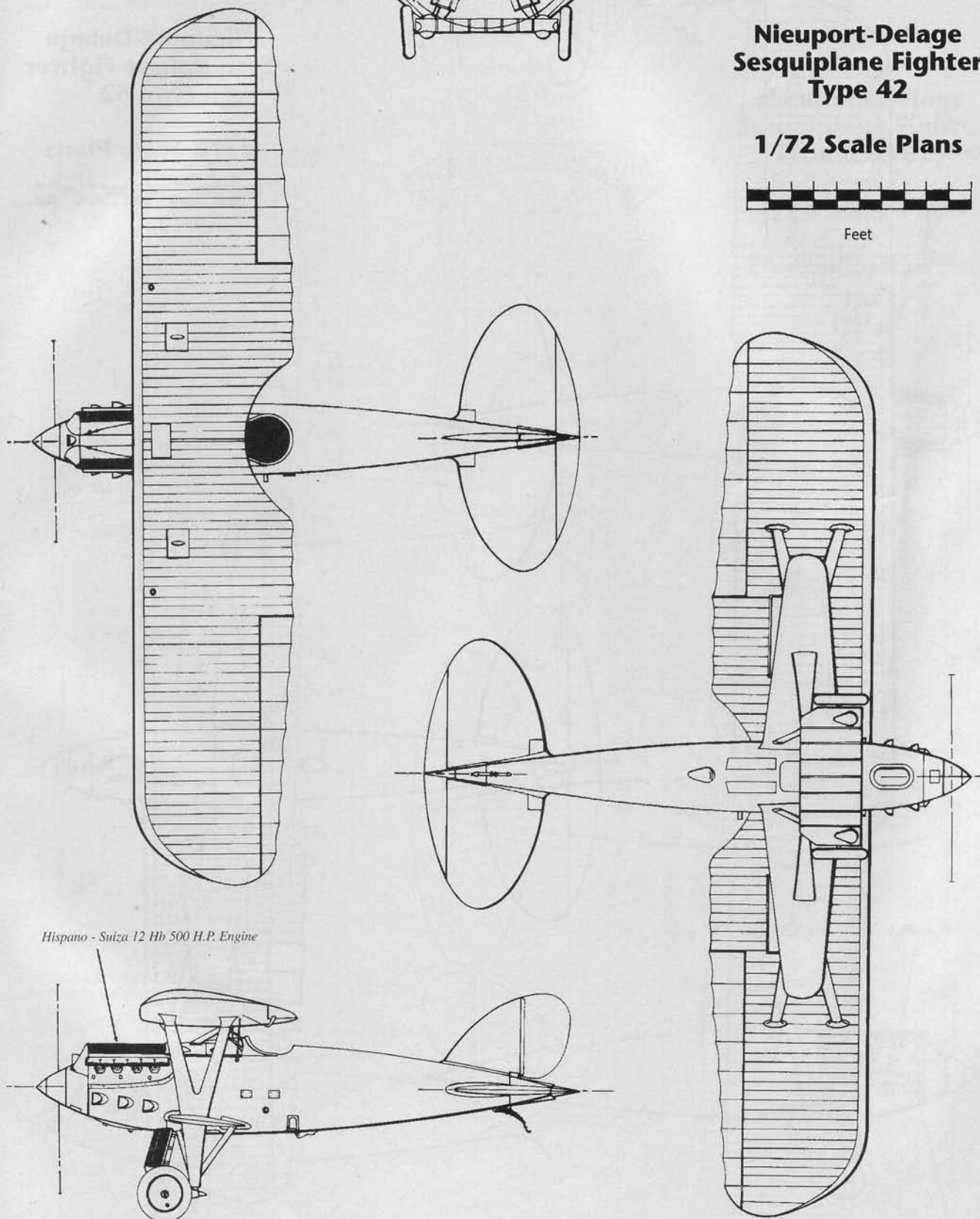
2 x M.A.C. Built Vickers 7.7 Machine Guns

**Nieuport-Delage
Sesquiplane Fighter
Type 42**

1/72 Scale Plans



Feet



Hispano - Suiza 12 Hb 500 H.P. Engine

GREEN
196

2 x M.A.C. Built Vickers 7.7 Machine Guns

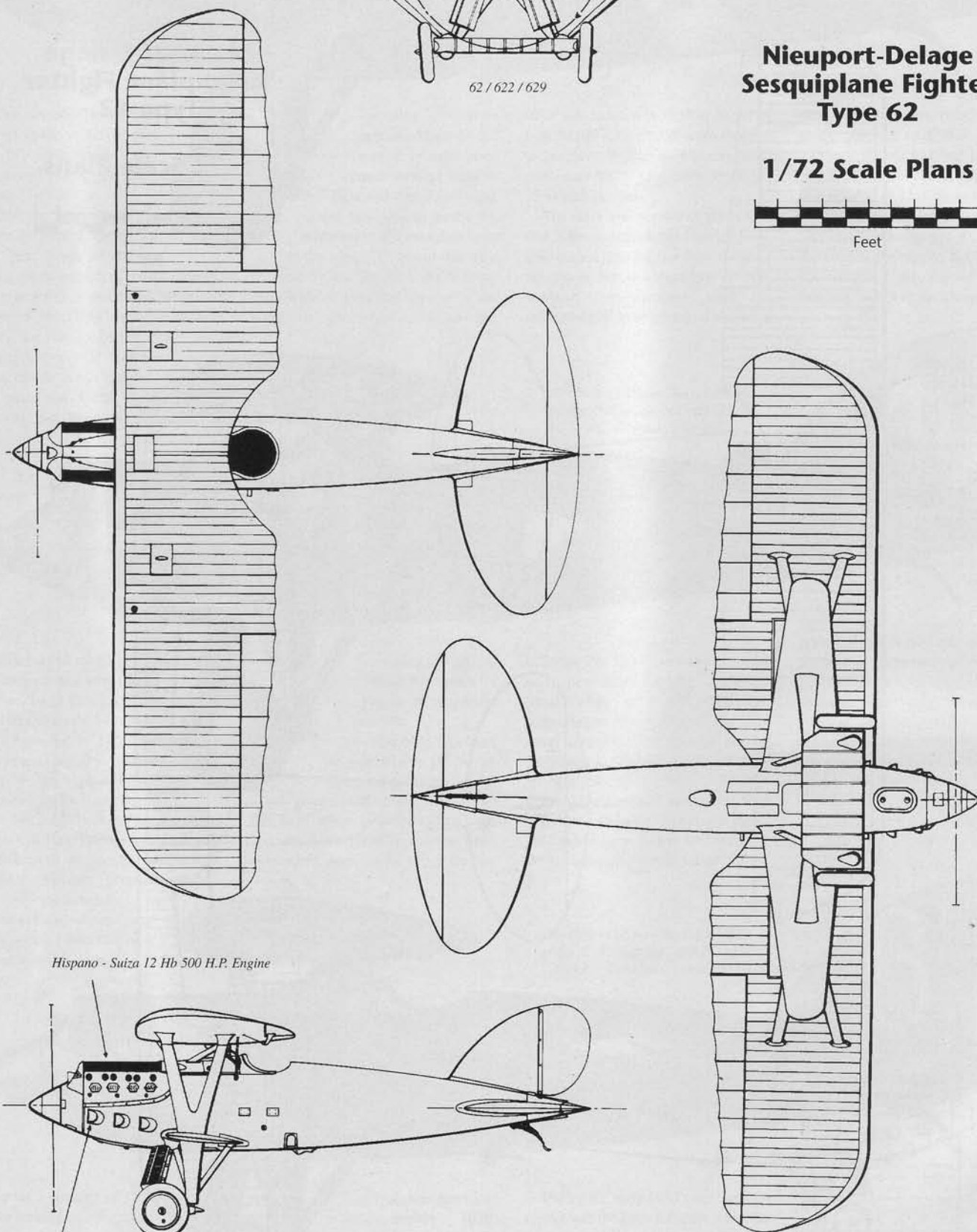
62 / 622 / 629

Nieuport-Delage Sesquiplane Fighter Type 62

1/72 Scale Plans



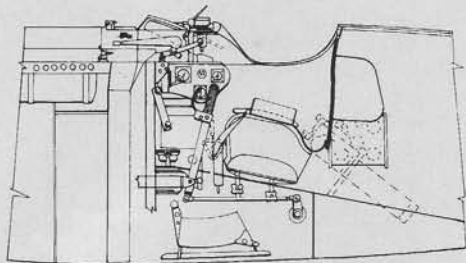
Feet



Hispano - Suiza 12 Hb 500 H.P. Engine

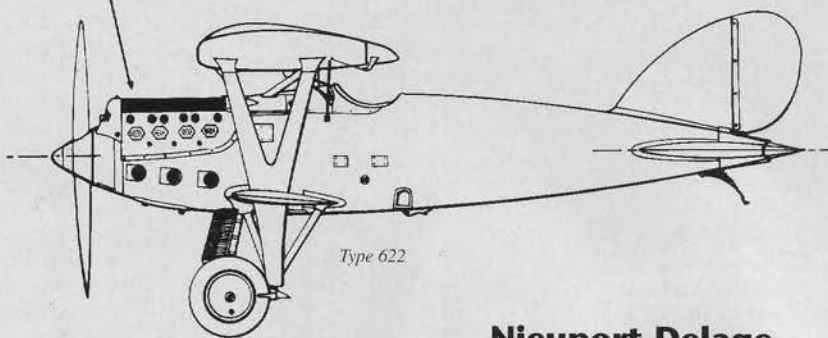
Horn type carburettor intakes on early versions
Later versions same as 622

PREEN
1996



Cockpit Detail for Ni-D 622

Hispano - Suiza 12 Md 500 H.P. Engine



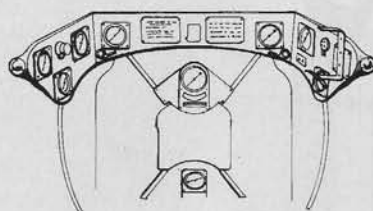
Type 622

Nieuport-Delage Sesquiplane Fighter Type 622/629

1/72 Scale Plans

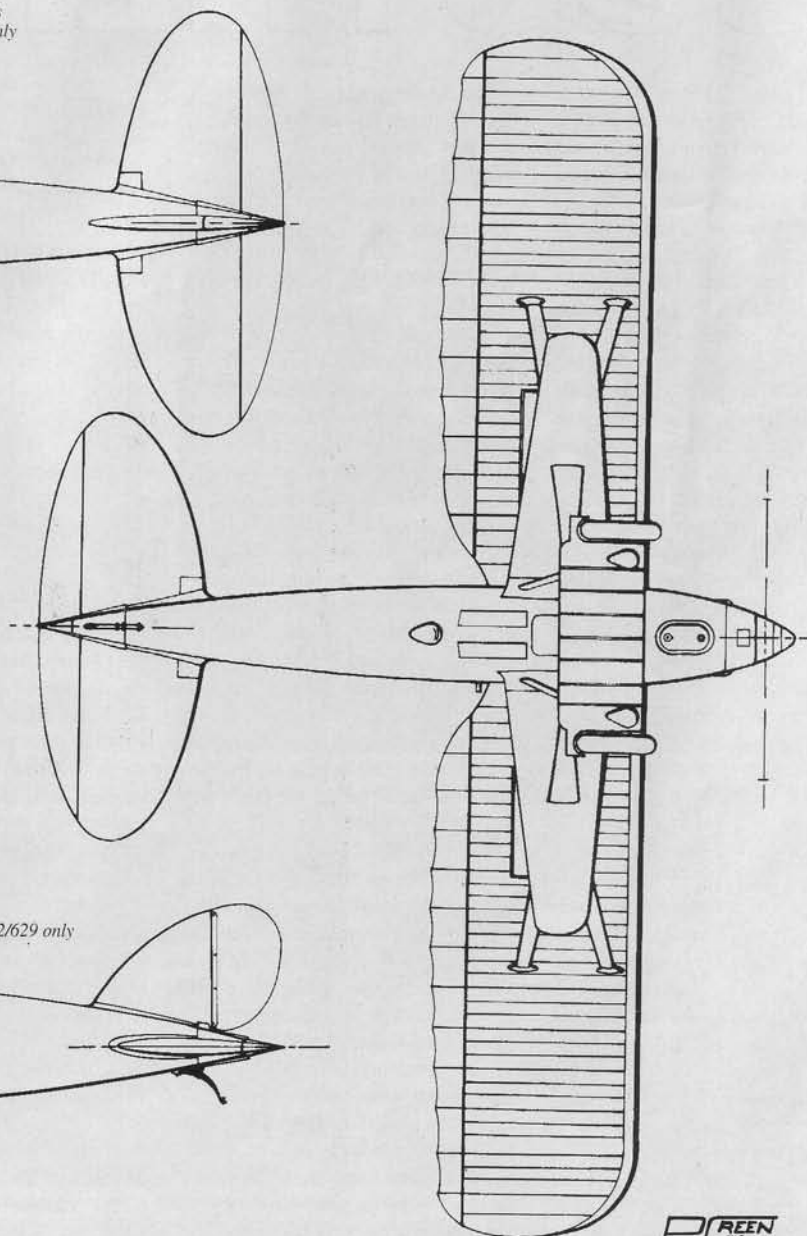
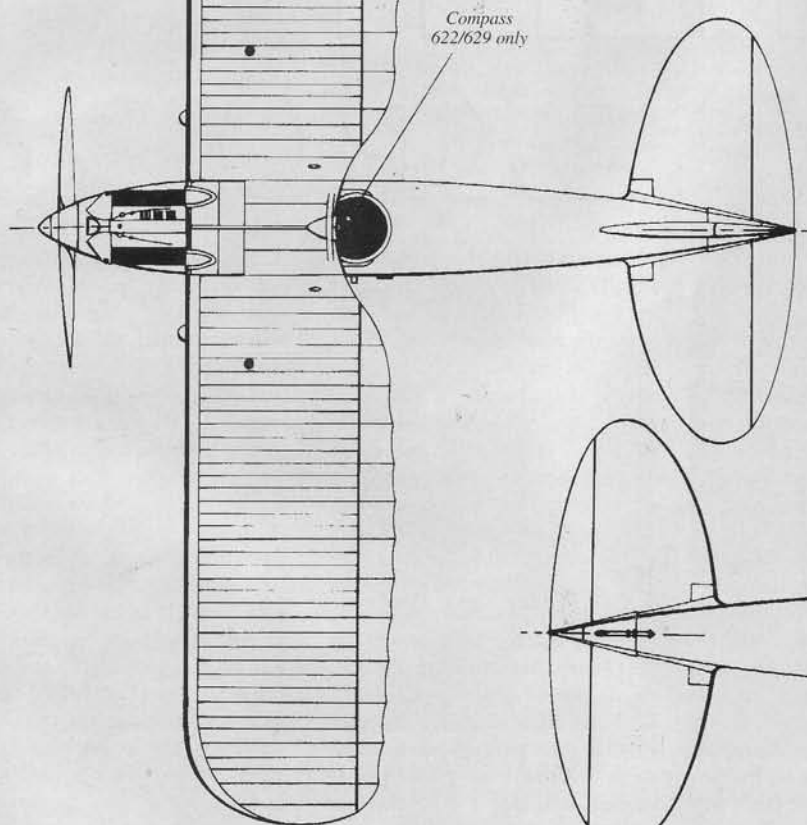


Feet



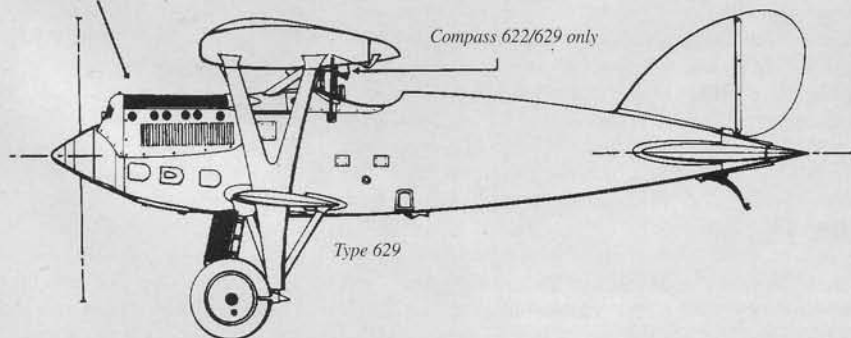
Cockpit Detail for Ni-D 622

Compass
622/629 only



Hispano-Suiza 12 Mc 500 H.P. Engine,
with Hispano/Szollowski Supercharger

Compass 622/629 only



Type 629

PREEN
196

An early morning start on the last weekend of March can't only mean one thing..... it's Southern Expo time once again! This year's event was held on the weekend of the 30/31st March and it was held at its usual location, the Sports Centre at Hornchurch. This year's event had expanded once again and on the Saturday there were additional stands on the balcony above the main display area.

Going round the main hall anti clockwise the following traders were present; Hannants, Maintrack Models, The Aviation Bookshop, Aeroclub, Welsh Models, Melair Models, Pegasus/Blue Max, Four Plus UK, Scale Model Accessories, Samone Hobbies, Flightpath, KingKit, IW Models, ED Models Comet Miniatures and Guideline Publications. Within the rest of the hall there were stands from Reheat, Paragon, Toad resin, Dynavector, Avia Imports, Marcle

truly big kit and it consumes over 2 kilos of resin just to cast it! At £195.95 each you would not think they would sell but Peter sold four at the show and he has orders for quite a few more. I have been promised one of these kits from the outset and once I have my grubby mitts on it I will do a full build



SOUTHERN EXPO 96

Models, Blue Rider, Albatros Publications, Falconwood Books, Model Art, David Proops, Echelon and various other small companies dealing in armour and secondhand books and kits. The remainder of the hall was filled with over 25 club stands and the whole area was buzzing all weekend.

The actual timing for the event could not have been better as this seemed to be the first sunny weekend since last summer and I suspect that this made many people make the effort to come along. Having set up the Scale Aviation Modeller stand in the main body of the hall yours truly set off in search of models! My first port of call was Paragon where I found Neil Burkill with his latest creations. Probably the most impressive conversion he had there was the massive B-50 upgrade for the Monogram 1/48th scale B-29 kit. This is a real monster of a set and the two boxes of resin parts are very impressive indeed. The amount of resin in each means that the set is not inexpensive at over £60.00, but then again I don't think that there will be that many modellers buying a couple, so the limited nature of it does mean it is a more expensive proposition for both manufacturer and consumer. Other new items from Neil include a set of flaps for the Viking in 1/48th, weighted tyres for the same model and a set of narrow propellers for the Mosquito in 1/48th. All of these items are reviewed in detail elsewhere in this edition and I will bring you a full review of the B-50 conversion next month.

A chat with the ever mad Mr Toad on the Toad Resin stand shows that all is getting back on track and that the monstrous Daimler Benz Project in 1/72nd scale is now a reality. This is a

article for the magazine. Building in this size though is no longer modelling, as Peter pointed out, it's furniture building! Also on show were some neat builds of the new slew-wing Blohm & Voss project and Focke-Wulf 'Flitzer' in 1/72nd scale along with the new Junkers Ju 88S/T conversion. All three kits will be reviewed very soon in this magazine and all I should point out is that the undercarriage legs in the P.202 are too short and they have to be extended with a piece of rod. The first kits have no mention of this in the instructions, but subsequent kits will have an amended instruction sheet. You have been warned!

A visit to the Avia Imports stand is always interesting as Mike has some fantastic resin upgrades from the likes of Cooper Detail, Hawkeye designs and a new firm called Plastic World Modelling Products (PWMP). This Belgium firm has just released two superb upgrades for the Mirage in 1/48th scale. The first is set number 4810 and this is for the Mirage V and the other is set 4811 which is for the Mirage V/MIRSIP, both are based on the Heller Mirage III kit. Both of these sets will be reviewed next month but to give you an idea of their contents the MIRSIP upgrade contains a new nose and cockpit section, instrument panel, seat and cockpit insert, exhaust unit, intake trunks, forward canards, new ventral hook unit, a replacement tail and various other antenna and detail parts. The quality of these cast resin pieces is superb and the ejection seat on its own is a real work of art. At present I have no price for these sets but check out the Avia Imports advert for more details.

Arba products was showing some of

its current projects off but unfortunately none of them were available due to a lack of the pewter parts for each. A very special and limited conversion of the Bf 109G-12 was on show and this had been produced on a very limited basis in the USA. The price was £16.00 and the new resin fuselage was fully detailed and was designed for the Hasegawa G-2 kit. The Miles M.52 supersonic project in 1/48th scale was also on show and this too should be on sale before much longer. The amazing Focke Wulf Triebflugel VTOL fighter in 1/48th was also there and this kit is a real must for all Luftwaffe 46 fans. In the future Arba will be releasing the Focke-Wulf Ta 283 and Nakajima J1N1 Gekko in 1/48th scale. I saw the test shots of the Gekko and instantly fell in love with it. Hopefully this beautiful Japanese night fighter will soon be available from this company and I for one look forward to seeing it.

Aeroclub had the basic mixed media airframe of the Shackleton on display and this 1/72nd scale kit will use a vacuum formed fuselage with injection moulded wings, tail and engine nacelles. All of the rest of the kit bar the vacuum formed clear glazings will be in pewter and at present its production is only being curtailed by the huge demand Aeroclub are experiencing for their excellent 1/48th scale Meteors. A neat little set of 1/72nd scale mixed media kits of the Bristol Scout, Fokker D.V and Fokker D.VIII were also on show and these are of similar quality and construction to the Gloster Grebe and Gamecock. In the pipeline for 1/48th scale is a new RE.8 and the test shots of the main injection parts were on display at the show. Studying these parts in detail showed that they are of excellent quality with very fine surface detail including the laced side panels. The fabric effect on all surfaces is as good, if not better, than any I have come across and I think that many modellers out there are looking forward to the release of such a model in this scale.

Pegasus/Blue Max had the new Bf 109H and Albatros D.III (Oef) on show along with the superb little 1/48th scale Nieuport 28 in the Blue Max series (See Vol 2 Iss 4 Page 202). As well as this there was the new Naval Lozenge in 1/72nd and details of the new four colour versions in 1/48th. As usual Chris has a pretty extensive release schedule for 1996 and there are more details of this in the News Update pages

this month.

Dynavector had the Gannet, Wyvern and Sea Vixen on display, but as to yet there is no sign of the Scimitar. The Gannet is at present out of production as the master was recently damaged. Dynavector hope to have a new master before much longer and from there production can start once again.

Hannants had their usual mass of new kits from around the world including a small batch of the latest Bf 109G-6 from Italeri. These kits went like the proverbial 'hot cakes' and not having had a look at them I cannot comment on whether they have corrected that problem with the undercarriage position that was obvious in the Bf 109F version. All of the new Planet Model resins and the new Me 509 from RS Models (See Previews) will keep the most avid Luftwaffe 46 nut happy and the new Curtiss Seahawk from Antares is a superb first product from this new Czech company.

Sunday was competition day and the upper balcony had been cleared of traders from Saturday and was now covered in a centre line of tables for all the competition entrants. The

competition area opened first thing and entrants flowed in until they were closed at 12 noon. With the area clear of the public the specialist judges set about choosing their favourites from each class and by about 2.30pm the area was re-opened to the public. I never like to go in at this stage and so I left it until later to walk up and study the entrants and was impressed by the overall skill and quality in all the classes.

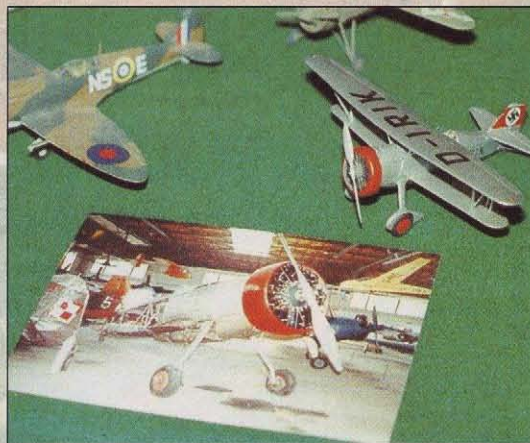
With the handing out of the prizes late in the afternoon and the impressive news that a cheque for no less than £3,000 had just been passed by the organisers to the local hospice, the event drew to a close and we packed up and headed back to Bedford for another year.

I would like to thank all of our readers, old and new, who came by for all the words of encouragement you gave. I find that people who want to say "Well done" rarely write and so a trip to a show like this boosts my fading energy levels for a good few months, it's very therapeutic for me (Oh, and I get to buy models as well!). My thanks goes to Mitch and Maria for moral support on the stand and to Lynette for her sterling service on the magazine stall whilst I walked about gossiping, talking models and shopping till I dropped! My final thanks go to Wally Arrowsmith for organising the event and for getting an unorganised person like me into the event at relatively short notice, thank you Wally without you there would be no Southern Expo.

Until next year.



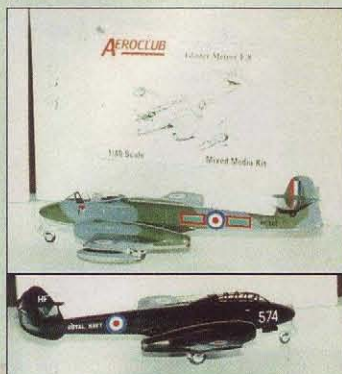
The amazing Focke-Wulf Triebflugel in 1/48th scale from Arba products. As you can see this VTOL 'what if' project has pulse jets at the tip of each rotor blade and the transition to level flight would be achieved by changing the pitch of the blades



A wander around the club stands pointed to some rather interesting models including this Curtiss Hawk in the markings of the machine flown by Udet. In front of the model is a picture of the preserved fuselage which is currently on display in Poland



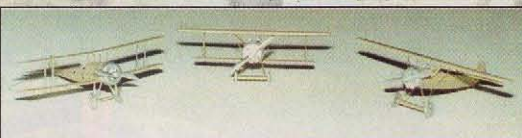
On show in their component form was the new 1/48th scale Bf 109G-12 conversion (top right), the Nakajima Gekko (top left) and the Ta 283 (bottom right) all bar the G-12 are due very soon from Arba. The G-12 was a very limited product only available for a short time



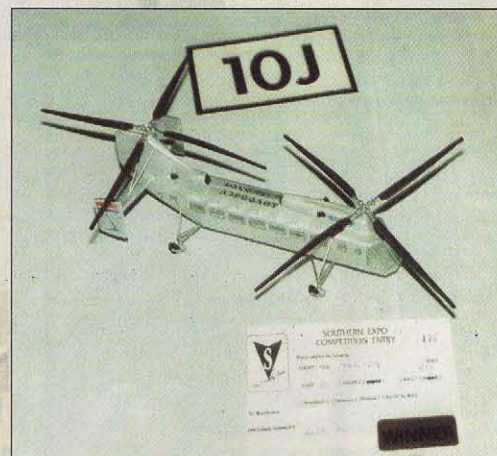
The excellent new 1/48th scale Meteors from Aeroclub, above is the T.7 and above top is the F.8. Look out for Mitch's review on the T.7 in a future edition of the magazine



Looking front on at the Daimler Benz Project. Just remember its 1/72nd scale and the aircraft to the left of it are Ju-88's!



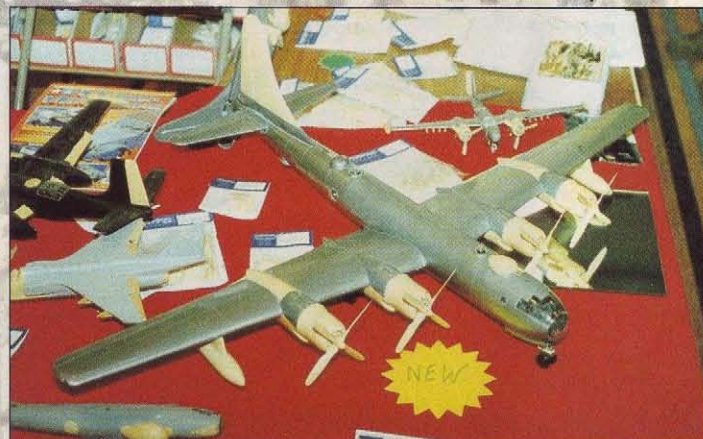
A neat little selection of the new 1/72nd scale kits from Aeroclub in their 'bare' component form. From left to right they are the Bristol scout, Fokker D.V and Fokker E.V/D.VIII



Winner of the Junior aircraft class was this excellent Yak-24 in 1/72nd scale. The modeller is only 10!



Part of the Paragon stand shows some of the more recent sets. The new flaps for the Viking are apparent on the kit parts at top left and not quite so apparent are the new 'weighted' main wheels for the type and the new narrow blade propeller for the Mosquito. All are in 1/48th scale



There she is! One of the most impressive sights at the show was this B-50 conversion based on the monogram B-29 which was on show on the Paragon stand. We will bring you a full review of this conversion next month



The new mixed media Shackleton in 1/72nd scale from Aeroclub



How about this for a nice model. This is a scratchbuilt Hansa Brandenburg seaplane in, I would imagine 1/24th scale! It was spotted on the IPMS Avon stand



Equally as big as the B-50 in 1/48th scale is the Daimler Benz Project in 1/72nd scale from Toad Resin. This is the mock-up of the kit, although real kits were available from Toad during the day

SOUTHERN EXPO 96



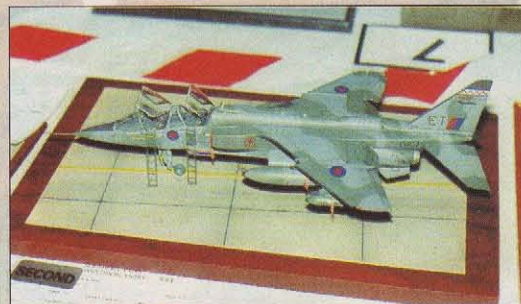
I know this kit, I think! This superb 1/32nd scale Corsair is weathered to perfection and I suspect it may originate in the south of England



The huge 1/48th scale Vulcan is still a good seller for Aeroclub despite its £100+ price tag. In front of it is the FE2b and beside that is the fuselage and wings for the new 1/48th scale RE.8



Modelling or art? What ever the case this superb scenic diorama was built by I.W.Stonell



This superb rendition of the two-seat Jaguar in 1/48th scale utilises the Paragon conversion set. The end result was most impressive and the model was deservedly second in its class.



Winner of the 8th Air Force Trophy was this 1/72nd scale Boeing B-17G Flying Fortress. The metal skinned finish, subtle weathering and excellent build quality in this smaller scale gave it second place in class 5 as well.



Winner of its class and of the Fleet Air Arm Trophy was this excellent 1/48th scale R4B Hoverfly.



Amazingly without a trophy was this excellent diorama of early operations with a Junkers monoplane.



This superb conversion of a Hasegawa Dauntless to an early SBD-1 version was third in its class and quite deservedly so.



This nifty little Beaufighter diorama in 1/32nd scale had some neat touches. Like the rigger who has just tipped over a pot of paint and is quickly trying to mop it up with a rag!



A nice touch of weathering was evident on this Tornado in Gulf war markings to 1/48th scale



Winner of the U.S Navy Aircraft Trophy was this superb Douglas A-1H Skyraider in 1/48th scale. The finish of the kit was excellent and I suspect that the decals are from the Third Group sheet (See Vol 2 Iss 4 Page 210)



Amazingly not a winner the finish and finesse of this 1/48th scale A6M2 Zero really had to be seen to be appreciated. Well if it's any consolation to the builder, I think it's a winner.



One of my favourites was this RCAF ASR Lancaster conversion to 1/48th scale. As the Leading edge conversion set and decals are not out yet I suspect this is all done from scratch. Very nice; I want one!

Modelling Bookshelf



Latest "In Action" Title

With a relatively constant number of releases due from Squadron this year, the latest addition to the popular 'In Action' series made its way to us recently.

This new title is all about Grumman biplane fighters and the title covers from XFF-1 to G-32A. The title is in the usual format of fifty pages in a soft back landscape format. Although most of the title uses black and white illustrations the centre pages are utilised for a spread of colour side views from the skilled hands of Don Greer.

The book is written by LCDR Richard S. Dann, USNR and all of the following types are covered:

XFF-1, FF-1, FF-2, SF-1, GG-1, XSF-2, XSBF-1, F2F & F2F-1, F3F-1, F3F-2, F3F-3, G-22 'Gulfhawk II', G-32 'Gulfhawk III' and the G-32A. As usual there are a selection of three views within the title and these are for the FF-1, F2F-1 and F3F-2. Throughout the title there are a large number of additional side views to illustrate the evolution of each variant and there are also some detail sketches to show you certain areas of specific type. All of the photographs within the title are in black and white and they are all of very good quality. Each version is dealt with in a small narrative section and although this is by no means a definitive guide to Grumman biplane fighters it does make a very useful one point reference source. In the final section of the book reference is made to the replica G-32A and F3F-2's which were made by the Texas Aircraft Factory and it is nice to know that unlike so many other historical aircraft you can at least see these types still in the air, even if you have to go to the USA to do so!

The centre section of the title is a spread of colour and there are ten side views. First is an FF-1 of VF-5B then an FF-2 based at NRAB Glenview, a Canadian G-32A of No 118 Sqn, RCAF, an F2F-1 of VF-4M, an F2F-1 of VF-7 and a similar machine of VF-3, the only G-22 which was owned by Gulf Oil and flown by Maj. Al Williams, an F3F-2 used as a trainer in 1942, an F3F-3 of VF-6 and finally a G-32A

which was used by the USAAF. As well as the side views there are additional illustrations VF-5B, VF-4M, VF-7, VF-3 and VF-6's unit insignia.

Overall this is another excellent addition to the 'In Action' series and one I am sure many of you will want to add to the collection.

This and all other titles in the "In Action" series are £7.99 and they can be obtained from specialist book and model shops or direct from the UK importer;

Pocketbond UK, P.O. Box 80, Welwyn, Herts. AL6 0ND

Tel 01438 798593 Fax 01438 798616

My thanks to Squadron Publications for the review sample.

Latest "Walk Around" Title

Following on from my review of their last title in this series (See Vol 2 Iss 3 Page 188) we have recently received the next, the Boeing B-52 Stratofortress.

As you are aware this series takes the form of a colour and black and white photo walk around on a specific aircraft type. The title is produced in the same format as the 'In Action' series, although these titles are 80 pages long. The title is split 50/50 into colour and black and white and there is no narrative historical text on the type, just photographs. Additional sketches and side views help illustrate the evolution of the type and point to overall changes which are not possible in a photograph.

Most of the detailed shots are of B-52G series machines although there are a few overall pictures of H's. To level this out the use of period black and white photographs allows the author to look at the earlier variants. This title really does cover every inch of the airframe that it is possible to photograph and modellers will love all the interior and wheel well and bomb bay shots. Three pages towards the back of the title are dedicated to full colour artwork and these offer schemes for nine machines. These are a B-52E based at Wright-Patterson in 1965, an NB-52A which carried such experimental types as the X-15, a B-52D-35-BW of the 305th BW, 367th BS based at McCoy AFB, a B-52D-25-BW of the 93rd BW based at Castle AFB, a B-52H of the 28th BW, a B-52H of the 319th BW, a 'Desert Storm' B-52G of the 379th BW, a B-52H of the 7th BW based at Carswell AFB in the early 1990's and a B-52H of the 416th BW at Griffiss AFB. Most of the styles and types of camouflage used on the B-52 are illustrated in this selection of artwork and about all that is missing is the early white and natural metal B-52D and E's.

This is another very useful title in the range and I am sure that many modellers of the B-52 will be only too pleased to have such a concise and detailed photographic coverage source of the type.

This and all other titles in the "Walk Around" series are £12.99 and they can be obtained from specialist



Modelling Bookshelf

book and model shops or direct from the UK importer;

Pocketbond UK, P.O. Box 80, Welwyn,
Herts. AL6 0ND

Tel 01438 798593 Fax 01438 798616

My thanks to Squadron Publications for the review sample.



Mosquito Title from ACE

Following on from my look at this Polish company's titles last month (See Vol 2 Iss 4 Page 251) I recently received a nice little monograph all about the DH Mosquito from them.

The title only deals with the NF Mk II variants and it is in an A4 format with black and white contents and a laminated colour cover. There are 39 pages in this book and although the majority of it is text there are a number of line drawings and illustrations that will be of use to those of you who cannot read Polish! The first illustration is a cockpit interior for the F Mk II and this is followed by an excellent cutaway of the same type. There are not many photographs in the title and those that there are seem to be a little weak in clarity. As always with this type of publication there are four pages set aside for 1/72nd scale plans and these are for the NF Mk II. There are two pages containing eight side view camouflage illustrations; three being NF Mk II's, four F Mk II's and a single NF Mk XII. The last six pages of the title are the most useful as they contain various sketches and illustrations of certain areas of the airframe. These include the nose and ventral gun bay areas, cockpit and canopy detail, control column and linkage, undercarriage and door mechanisms, engine bearers and tail wheel unit. All of which will be very useful to Mosquito builders. The last page of the book is an annex which lists the technical dimensions etc of the Mk II, all the units which operated the type and their individual squadron codes, a list of serial numbers allocated to the Mk II, Mk XII and Mk XVII and finally a list of the recommended kits of the type in 1/72nd, 1/48th and 1/32nd scales.

Overall this is a useful and neat little title. I believe that all of the Ace Publications titles can be purchased via Books International or The Turntable Hobby shop.

This particular book is £4.99 from the latter source and I would recommend it to modellers with a liking for the Mosquito.

My thanks to Ace Publications for the review sample.

Hungarian Eagles

This new title is all about the Magyar Királyi Honvéd Légierő (the Royal Hungarian Air Force) and it comes in a soft back bound A4 book of some 84 pages. Within these pages are 18 in colour and 14 B&W tone illustrations.

Many, I am sure, will have titles on this subject, but you will not have anything that is in this new book as all of it is based on Hungarian archive material and the 60+ photographs have never been published before. On top of this none of the information has been available outside Hungary before now. The tone drawings illustrate the official camouflage and markings schemes for 14 aircraft types. These include the Ar 96, Fw 56, Bf 108, CR.32, CR.42, Bf 109, Re 2000, Fw 190, Me 210, Bf 110G, Ju 87, He 70K, Fw 189, Ju 86, Caproni Ca 101, Fw 58, Caproni Ca 135Bis, SM 75, He 111, Fiat G.12 and Ju 52. All of these illustrations are to 1/72nd scale, very useful!

The colour artwork is in the form of a centre section insert and consists of 18 pages. These illustrations are four view and are quite superb. The types covered are the Fw 190F-8, Fiat CR.32, Fiat CR.42, Bf 109G-6 with additional side views only of the G-10, G-14 and G-14/AS, Me 210Ca-1, Caproni Ca 135Bis, He 46E-2, Fw 189A-1, Ju 88A-4, Do 215B-4, Ju 87D-3 and another Fiat CR.42. In addition there is a page containing all 56 squadron badges, something which I believe has never been done before. The official painting instructions for the Me210 are included and these are supplemented by details of national insignia position and styles. One of the last sections of the title deals with the stencils carried by the Me 210, although I cannot see many modellers painting all that in by hand in 1/72nd scale! The final section of this title includes full listings of all military aircraft codes from 1919 to 1945 by aircraft types e.g. fighters etc.



This 20,000 word title will be of use to the serious aviation researcher but it will also be a new and very informative source to the modeller. I cannot recommend this title too highly as I feel that it is a definitive guide to this extremely interesting area of aviation history.

For just £14.95 the title represents excellent value and when you see just how professionally the title is produced you will appreciate that it is an invaluable source. If you want a copy of the book then they can be obtained from the following sources:

Books International

Tel 01252 376 564 Fax 01252 370181

The Aviation Bookshop

Tel 0171 272 3630

My thanks to Hikoki Publications for the review sample.



PZL Fighters by Phalanx

Some of you may well have already come across this publishing company as they recently did an excellent title all about the Fokker D.XXI. However their latest title has just reached us and it is all about the PZL fighters. This is part one of a series and it deals with the P.1 through to the P.8.

The title comes in a 280 x 215mm format laminated cover style and it consists of 48 pages. In these there are 16 pages of 3 view drawings and an additional eight pages of colour and 6 pages of sketches.

Written by Warren A. Eberspacher, the title deals with each PZL type and it begins with a look at the revolutionary PZL-Wibault wing skin system which was utilised in most PZL fighter types. The first set of 3 view drawings are the P.1/I and these are followed by the P.1/II. To go with this there are a set of full colour illustrations of the colour and markings applied to the P.1/II during the International Fighter Contest in June 1930. The next set of 3 views are of the P.8/I and these are followed by a similar set, but in colour, for an operational P.8/I from August 1931. The next 3 view is the P.8/II in its 2nd version and this is backed up by a half page side view of the P.8/II 1st version. Once again a set of views in operational colours are included for the P.8/II 2nd version. The

title moves on to the P.6/I with the next side views and this is again supported with colour illustrations of the type. One of the first sets of detail drawings appear now and these include the P.6 cockpit, undercarriage layout, a typical PZL pitot tube and the tail skid design of the P.7a. Returning to the now familiar format, the next set of 3 views are for the P.7/I and this time they are followed by a page of three side views for three operational P.7/I's. The next two sets of 3-views are for the P.7/II and P.7a and these are followed by detail sketches of the P.7a exhaust stack system, cockpit layout and fuselage gun setup. Three of the latter pages in the title also contain more detail drawings and these include the throttle quadrant and a cutaway of the P.7a, cockpit layout of the P.7a and a detailed look at each instrument carried in the type.

The final section of the book is mainly in colour and it includes the PZL factory logo plus the squadron insignia of all the units which operated the types covered in the book. These include the 131, 132, 112, 162 and 113 Fighter Squadrons. A very useful little annex shows the various aircraft numbering formats so you can see the style of all the characters used by the Polish Air Force. All colours used in the illustrations are tied into a key which lists all of them by both Berol Prismacolor and Federal Standard 595A references. A nice double page spread of eight P.7a's is also included in this back section and these include two No 142 Sqn, one 123 Sqn and one 141 Sqn machine. The title is finished off by a set of three side view colour illustrations of the P.7a in 133 and 151 Fighter Squadron markings plus an example which was captured and evaluated by the Luftwaffe.

This is an excellent new title and one that bodes well for the second part. I already have the Fokker D.XXI title in the series and this new title is certainly equal to it. I am sure that historians and modellers alike will find the book of great use and I can therefore highly recommend it to all.

The title costs £7.95 and it can be obtained from specialist bookshops or direct from Air Research Publications. If you are interested you can contact them on (Tel/Fax) 01932 243165.

My thanks to Air Research Publications for the review sample.

New Modelpress Title

The Czech publication Modelpress produces some excellent little colour and black & white monographs of aircraft types and one of their most recent is all about the Lockheed P-38 Lightning.

This thirty-six page publication is in A4 format and it contains a full colour cover with a further four page insert of colour towards the middle of the book. The inside front and back covers have full colour side views of eight machines and these are the XP-38 prototype, P-38J of the 338th FS, 55th FG, 8th AF in 1943, P-38H flown by Richard I. Bong, P-38L of the 432nd FS, 475th FG in 1943, P-38L flown by Maj. George Laven Jr in 1945, P-38L of the 15th AF in Italy in 1945, F5E of the 7th PRG, 8th AF in 1944 and a P-38M of the 418th or 421st NFS in 1945.

The narrative element of the title takes a chronological look at the development and history of the P-38 and it therefore starts with the XP and YP-38 prototypes. This is followed by the XP-38A, P-38D, Lightning I, P-322, P-38E, Lightning II, P-38F, P-38G, P-38H, P-38J, P-38K, P-38L, Droop Snoot, TP-38, RP-38 and XP-49. Throughout the text there



are numerous side views and detailed line drawings for specific types and lots of black and white period photographs. Just before you reach the centre of the book you will come across pictures of the cockpit of an F-4 and F-5 and these are supplemented by colour artwork of the instrument panel and sidewalls of a P-38L. The centre pages are devoted to a full set of 1/72nd scale plans for the P-38L and P-38E. There are also scrap views of the F-4-1-LO nose. After the centre pages there are two pages of colour photographs of The Fighter Collections airworthy P-38 and these are all exterior views. Next comes another two page spread of plans, this time the other views of the P-38E and L not covered on the previous pages. A final page of front views follow this and this page also has scrap views of the P-38J Droop Snoot and P-38L Pathfinder noses. The remainder of the book includes technical information on the P-38 and there are a couple of useful pictures of such areas as the gun bay and undercarriage wells.

This is another fine product from Modelpress and one that I can recommend to all. This title costs £5.00 plus 50p P&P from Czech-Six publications. Contact them on 01932 866426 for more details.

My thanks to Czech-Six for the review sample.

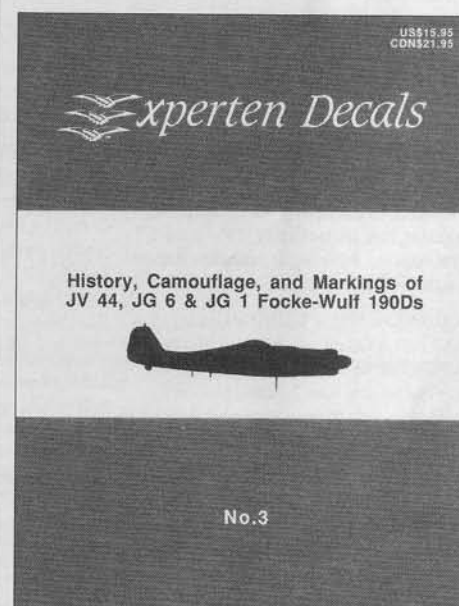
Another Experten Decal

I do not really know if I should review this item with the decal or book section but as the product is by majority more book than decal I will cover it here.

Many of you may be aware of a company called Experten. They produced a totally new concept in the form of a book and decal combination set a year or so ago. This first title dealt with the Fw 190D in JV44 use and the book came with either a 1/72nd or 1/48th scale decal sheet. The latest edition to the series is set No 3 (more on No 2 later) and it deals with the Fw 190D's of JV44, JG 6 and JG 1.

The book has one option from each of the squadrons and either a 1/72nd or 1/48th scale decal sheet will be included. The first option is a very rare Focke-Wulf Fw 190D-11 'Rotte 4' W/Nr 170933 of 'Papagei Staffel', JV44. This aircraft is RLM 75 and RLM 83 on top with RLM 76 on the fuselage sides and RLM 23 underneath. This of course means that

the under surface is red and this is covered in white (RLM 21) stripes! The use of such garish markings was to ensure that the Ack-Ack emplacements around the airfield of JV 44 did not shoot the Fw 190's down as they flew top cover for the very vulnerable Me262 as they landed. The second option is a D-9 of 6. Staffel, II/JG 6. This machine is a real patchwork of colours. It is grey primer and RLM 83 on top with RLM 76 underneath. The upper fuselage decking is RLM 75 and 83 and there are patches of RLM 81 and primer on the fuselage sides. The spinner is black with a white spiral and the propeller blades and headrest are RLM 71. The final option is a D-9 of I/JG 1, possibly? This machine is RLM 83 and 75 on the upper surfaces with RLM 76 underneath. The aircraft has the 'flat' style of canopy and the spinner is RLM 70 whilst the propeller blades are RLM 71. The most interesting thing about this aircraft is that photographs seem to point to the fact that this machine carried fourteen R4M rockets on wooden racks under each wing. This is a very significant point as it has never before been hinted at that the Fw 190D carried such a weapon. There is only one known picture of this particular machine and that is not very good so many of the points on camouflage and markings may be open to discussion. However it does look as if this machine has some form of rocket rack under the wing, but as an Me 163 pilot 'liberated' a similar rack from a nearby Me 262 unit I would not be surprised if this machine is a one-off. However the colour option and odd armament fit make this a very interesting modelling proposition.



Overall this is another superb book/decal set from Experten. The decals themselves are produced by Microscale and use their patent 'Invisi-Clear' carrier film system which makes them almost 100% silver free. The booklet alone is worth every penny and the point that modellers can actually replicate the aircraft makes it even more appealing. I would unreservedly recommend this book to all modellers and historians.

My thanks to Experten for the review sample and we all look forward to the long awaited second book in the series which will deal with JV 44 Messerschmitt Me 262's. If you want a copy of this booklet it is stocked by many model shops including Hannants and ED Models and the UK price is about £13.95.

Readers Classified Advertisements

For Sale

• **VERLINDEN MAGAZINE** and 'The Verlinden Way' Issue 1 to date. Avions Magazine No 1 to date. Sell or accept in part-exchange for Monogram 1/48th scale Harvards. Contact J.Fraser on 01968 672628.

• **UNOPENED AMT/ERTL 1/72ND** scale X/YB-35, £16.00. Contact Mr J.Horgarth, 61 New College Close, Gorleston-on-Sea, Norfolk. NR31 7DF Tel Great Yarmouth 662977.

• **FLYPAST AND AIR** Pictorial magazines. Also several 1/72nd and 1/48th scale aircraft kits from various manufacturers. Please write for lists or wants. Various other related items also available e.g. decals, magazines. Contact P.Janicki 82, Forge Way, Billingham, West Sussex. RH14 9LL Tel 01403 782638.

Wanted

• **DH.88 COMET RACERS** - Triang, Tommy Atkins, Frog/Novo & Airfix. Contact Gary Wenko, 10, Clements Way, Beck Row, Bury St Edmunds, Suffolk. IP28 8AB Tel 01638 714543

• **GRAPHY-AIR KIT** of the So Djinn Helicopter. Also Tenshod Sikorsky VS300. Please contact Pete Tasker, 22, Brookfield, Haslington, Crewe. CW1 5WE Tel 01270 258368.

• **SHORT STIRLING:** I intend to scratchbuild a model of this bomber in 1/32nd scale and any help with blueprints, scale drawings, section plans & measurements would be welcome. please contact Mr D.Driscoll, 63, Harpley Square, Globe Road, London. E1 4ES.

• **SCALE AIRCRAFT MODELLING** Magazine Full set preferably if the price is right. Offers to A.Davies, 3, Downham Walk, Manchester. M23 9DG.

• **JAPANESE WWII 1/72ND** scale kits: LS Ki-67 with A-Go missile, KPL (Vac-Form Ki-93, Ki-94, Ki-96, Ki-102 and Ki-108. Also interested in other Japanese types at affordable prices. Contact Richard Gilham, 93, Priory View Road, Burton, Christchurch, Dorset. BH23 7HH Tel 01202 474731.

• **CAN ANYONE HELP** me fill my gaps? I need Scale Aviation Modeller Vol 1 No's 1 and 7. Please contact Chris Shaw, 4 Newlyn Drive, Jarrow, Tyne & Wear. NE32 3TW

• **EE/BAC LIGHTNING:** unmade kits, accessories, decals, literature, anything especially Flightpath 1/32nd scale missile accessory pack and Modeldecalsheet No 1. Contact Alex Carey, 25, Clayton Avenue, Thumscote, Rotherham, South Yorkshire. S63 0RY Tel 01709 896546.

• **INFORMATION** and photographs of Hispano Ha-1112's used during filming of 'Battle of Britain' carrying British roundels. All help appreciated. Contact Kenny Walker, 21, Meadowbank Terrace, Edinburgh. EH8 7AS. Tel 0131 661 3173.

• **PEGASUS 1/72ND SCALE** Hispano Ha 1112 and Airfix Mirage IIIc. Write to Mr G.M.Stewart, 27, Applecross Gardens, Moodiesburn, Glasgow. S69 0JS.

• **HELLER FOURNIER RF-6B** 1/50th scale (kit No 402). Contact Mike Jerram, 2, Thornton Road, Spalding, Lincolnshire. PE11 2PS. Tel 01775 769480.

• **AIRFIX/REVELL 1/144TH SCALE** Airbus A310, Lockheed Tristar and Douglas DC-10. contact Michael Bayly, 32, Cypress Close, Sleaford, Lincs. NG34 7FP

• **MONOGRAM CLOSE-UPS** and German Painting Guide. Best price paid for good condition copies. Contact the Editor via 01234 216016 with details.

Forthcoming Events

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. Write to the editorial address on page 195. We will continue to run your notice until the event is held, space permitting.

• **BARNET MODEL SHOW 1996** is to be held at the Allum Hall, Borehamwood (same venue as 1995) on Sunday 21st April 1996 from 10.00am to 5.00pm. Sponsored by Beatties, The Aviation Bookshop and Hannants the show will have something for everyone. For more details contact Mr J.Burns, 80 Drury Road, West Harrow, Middlesex. HA1 4BW.

• **DARLINGTON MILITARY** Modelling Society presents Sword & Lance 96 at the Arts Centre, Vane Terrace, Darlington between 10.30am and 4.30pm on Saturday 24th April 1996. Licensed bar and refreshments available. Contact Mr Colin Holmes, 127 Dinsdale Crescent, Darlington, Co Durham. DL1 1EZ Tel 01325 489801

• **SCOTTISH NATIONAL** Modelling Championships are to be held on the weekend of the 27th and 28th April 1996. All interested traders should contact Mike Mitchell on 01259 212622 and all clubs wanting to attend should contact William Wood on 01259 722428.

• **MONS-MEET.** Belgium's leading international model exhibition and swap-meet will be held on Saturday 4th May 1996 at the Université de Mons-Hainaut, Campus de la Plaine, Grands Amphitheatres, Avenue de Camp de Mars, 70000 Mons, Belgium. For more information contact Graham Sellar on +32 65 35 18 65 Fax +32 65 31 59 08.

• **MAY 4-5 1996, THE IPMS** Region VI Convention and Squadron Scalefest 96 sponsored by IPMS/North Central Texas. As well as the competition at the Plano Centre there will be open house facilities in the Squadron warehouse at Carrollton, Texas. For details send an SASE to Penny Thomas, 11255 Garland Road, Suite 1302-131, Dallas Texas 75218, USA.

• **THE POOLE VIKING** Model Club will hold its Annual Model Show on Saturday, May 18th 1996, at St Mary's Church Hall, Wimbourne Road, Poole Dorset. The event will begin at 10am. It has become one of the major model shows in the south of England, with participants from all over England and from overseas as well. For further details, please contact the Club Secretary, John Bothamley at 9, Heather Close, Bourne-mouth, Dorset; Tel 01202 527723.

• **VISIT MIDLAND EXPO 96**, Britain's largest one day scale modelling show. The event takes place at Leasowes Leisure Centre, Kent Road, Quinton, Nr Birmingham on the 19th May 1996. There will be club and Society displays, extensive model competitions and general and specialist traders. A Tombola will be organised, free car parking and excellent catering and refreshments are available. This will be one model show not to be missed. For more details contact; Dave Child, 89 Chamwood Road, Great Barr, Birmingham. B42 1JS.

• **THE NORTHERN MODEL** Show, the north's largest scale model show will be held at the Temple Park Centre, South Shields on the weekend of the 1st & 2nd June 1996 from 10am to 5pm daily. With displays by IPMS branches and model clubs there will be over 1,000 models on display. There is a large open competition, modelling demonstrations and 25 traders. The venue has a cafe and bar plus acres of free parking. For more details contact; Rob Sullivan, 6Riversdale Close, Blackhall, Tyne & Wear. NE17 7LW Tel 01207 561971.

• **"IT'S A SMALL WORLD 96"**, organised by the Lordwood Model Club and Revell (GB) will be held at the Queen's Hall, Richester Corn Exchange, High Street, Richester, Kent on the 29th and 30th June 1996. The show will feature a large exhibition and trading area as well as a competition. For further details, contact Mr Dominique Jadoul, 12 Charter Street, Chatham, Kent ME4 5RJ (Tel: 01634 841504 after 6pm).

• **SUTTON COLDFIELD MODEL** Makers' Society present their annual Model Expo on a new date and at a new venue, so make a note! The event will be staged in the Sutton Coldfield Town Hall on Sunday 15th September 1996. The society is celebrating its twentieth year so why not come along and help us in the festivities. If you have any questions please contact; Mr R.Day (Hon Sec) "Ashgrove", Didgley Lane, Fillongley, Coventry. CV7 8DQ.

• **SUNDERLAND SCALE MODEL** Club annual show is to be held at Fulwell C.A Centre, Chapman Street, Fulwell, Sunderland, Tyne-Wear on Sunday 29th September 1996 from 10.00am to 4.00pm. Open competition, trade stands, bring & buy etc, plus refreshments and RNLI stand. Enquires to Dennis Walton, 45 Ferryboat Lane, Sunderland, Tyne-Wear. SR5 3RD Tel 0191 5480744.

• **THE IPMS NATIONALS** will be held at Donington Exhibition Centre on the weekend of the 30th November/1st December 1996. The change of date is due to difficulties in the availability of the venue.

• **SPECIAL EVENTS** to celebrate the 20th anniversary of the Sutton Coldfield Model Makers' Society. All events will be held at the Sutton Coldfield Library starting at 7.30 pm and admission will be 50p. The following events are planned;

24th April - Tony Woollett talks about scratchbuilding techniques;
22nd May - Airfix Nostalgia; this meeting will take you back to the heady days of 2/- kits in Woolworths!;
26th June - John Adams of Aeroclub talks about aircraft and other subjects close to his heart.

Clubs & Societies

• **YORK PLASTIC MODEL** Society meets the third Friday of each month at Osbalwick Social Club. Contact Chris on 01430 873408 or Jim on 01904 411515 for information.

• **TAYSIDE MODELLING SOCIETY.** Meet Friday evenings monthly. Oakbank Community Centre, Perth 1930 to 2200pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

• **LORDSWOOD (JUNIOR) MODEL** Club is meeting ever Saturday between 4.15 and 6.15pm at the Lordwood Public Library, Kestrel Road, Lordwood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **MODELEXE - EAST DEVON MODEL** Club now meets the last Wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

• **THE CLACTON-ON-SEA BRANCH** of the IPMS meets on the second Monday of each month at the Brotherhood Hall, St Oyath Road, Clacton from 7.30pm onwards. For further information contact Peter Terry 42, Valley Road, Clacton-on-Sea, Essex or Tel 01255 428653.

• **"FAMAS"** (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please write to: FAMAS, 35 Rosebery Road, Suffolk Park, Cromer, Norfolk. NR27 0BX.

• **THE CHILTERN SCALE MODEL** Club (incorporating Chiltern IPMS) meets on the first Wednesday of each month from 8pm to late at the Shefford Memorial Hall, Shefford, Bedford. Why not come along, everyone is welcome. For more information contact the club secretary, Dave Burlison at 26 Leaves Spring, Stevenage, Herts. SG2 9BR.

• **NORTH STAFFS MODEL CLUB** meets every thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details.

• **NORTH ESSEX MODELLERS**, a new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

• **CHELSEFORD MODEL CLUB** meets the first Monday of each month at The Cricketers Public House, Moulsham Street, Chelsford from 7.30pm. We hold a monthly competition so why not drop by. For more information contact Stuart Shakespeare on 01245 609098 or Maurice Meider on 01245 250617.

Send your classifieds (no more than 30 words please) to:

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Hptm Bottlander 11/JG54, Me109G-14 Yellow 20 III/JG 7 all a/c 1945. Full Stencil 3 x Ju 87.
C8 Ju 87 B/R Stukas Tropical Stukas
-87B 7/St. G 51 '39 w/large overwing crosses, 67/St.G 51 w/yellow shooting star. -87R 6/St. G1
Russia '42 w/Hippo & Rino badges. -87B 236 Sqd 96 Gruppo IAF '40. Full Stencil 3 x Ju 87.
C9 Victory in Sight Spitfire Mk V111 & 91X
Mk 9 MH660 & MH550 1435 sqn '44. Mk 8 A58-497 Wg Cdr Gibbs & A58-631 Flt Lt
Scrimgeour of 80th FW RAAF 1945 both w/sharks mouth. Mk 9 MH712 302 Polish Sqdn,
ETO '44 full stencil.
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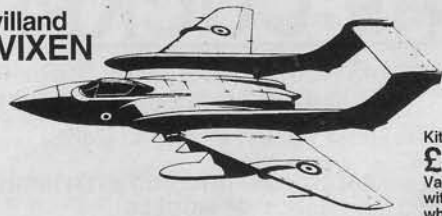
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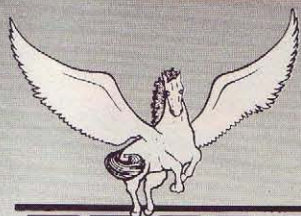
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